

HISTORY
OF THE
CANALIZATION
OF THE
CAPE FEAR RIVER

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[For summary, see address before the Press Association at
Charlotte, pages 70 to 78.]

HISTORY

—of—

The Canalization of the Cape Fear River

Being a compilation

—of—

Pertinent Publications in the Fayetteville Observer
from 1900 to 1915

—by—

Edward J. Hale, (3rd), Frederick Toomer Hale
and Thomas Hill Hale

Fayetteville, - - - - N. C.



THIS publication is dedicated
to the Honorable Walter
Clark, Chief Justice of North
Carolina, the earliest advocate of
Major Hale's Project, by his
respectful friends, the compilers.

PREFACE.

The history of the Canalization of the Cape Fear River, whose construction is now nearing completion, is best learned from the articles on the subject which have been published from time to time in the local newspaper. As the details of the struggle, which, after seventeen years, has resulted so favorably, would fill many volumes, only such documents are reproduced here as tended to be decisive of the fight or as serve to illustrate the methods employed in the promotion of the project. The same arguments, in a general way, it may be added, were necessarily addressed to the different bodies appealed to; and justice to each of them requires that the text of this publication should suffer the resultant blemish of repetition in several instances. Under the circumstances, the reader is asked to make allowance accordingly.

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I.

LAUNCHING OF THE PROJECT, AND REPORT OF ITS ADOPTION.

(From Fayetteville Observer, Sept 8, 1899.)

CANALIZATION OF THE CAPE FEAR.

We do not know how nearly the jetty system which the Government has been applying to the improvement of the Cape Fear River between Wilmington and Fayetteville for some years past, approaches what would be the cost of canalizing the river if that should be undertaken—we have no idea at all—but we do know that it does not begin to approach it in results.

The improvement of waterways is carried on on a much larger and more complete scale in Europe than with us. The conditions of life are very much harder in those old countries than in this comparatively virgin land, and the incentive to make every edge cut is correspondingly greater there. But conditions are constantly growing harder with us as our population becomes denser and more "civilized," and we believe that the subject of the canalization of the Cape Fear is one to which serious thought may be given with a view to bringing it to the attention of Congress. Mr. Thomas, our member, is very anxious to do everything in his power for his constituents. He will bring up the matter of the restoration to Fayetteville of a United States arsenal, and, no doubt, would take up this matter if found to be feasible.

If the canalization project should turn out to be capable of accomplishment, so that we might have a uniform depth of, say, six feet* of water between here and Wilmington the year round, the completion of such work would give an impetus to the growth of Fayetteville which would be phenomenal.

By the canalization of rivers we mean such work as has been done on the Weser in Germany, on the Clyde and Tees in Scotland, and on the Seine in France. We do not know what may be the state of the work on those rivers now, no doubt far in advance of their

*Note: Changed to 8 feet.

condition at the time we are going to speak of. But in 1890., at the International Congress on Internal Navigation, Herr Franzius, of Germany, Voisin Bey, (chief engineer of the Suez Canal), and Mr. Vernon Harcourt, of England, all engineers of the first order, gave minute descriptions of improvements on the rivers mentioned, and others, which had been effected by a system of longitudinal dykes—narrowing the channel and producing the scouring effect which Captain Eads accomplished with his sunken wicker “mattresses” in the Mississippi below New Orleans, years ago—that were astonishing. Cross dykes, where needed, and sluices for high water and storage dams for low water, are details of the general system familiar to engineers.

Herr Franzius said (at the time we allude to) that between Bremen and Bremerhaven the Weser had been greatly deepened and when the work was completed (in four years more) it would be navigable at all seasons at a uniform depth.

The matter is worth looking into, now that we have undertaken to put Fayetteville in the front rank of towns.

REPORT TO THE PEOPLE OF FAYETTEVILLE.

(From Fayetteville Daily Observer, June 27, 1910.)

IMPROVEMENT OF THE UPPER CAPE FEAR.

To the People of Fayetteville:

The Rivers and Harbors bill, containing an item authorizing the Secretary of War to enter into a contract, or contracts, for the completion of the project for canalizing the Upper Cape Fear river so as to secure a minimum depth of eight feet from Wilmington to Fayetteville throughout the year, at a cost of \$615,000* in accordance with the plan recommended by the Board of Engineers of the U. S. Army, was sent to the President on Friday, June 10. The Constitution allows the President ten days, exclusive of Sundays, in which to veto a bill if disapproved by him, and provides that it shall become law if not returned with his disapproval within that time, if congress be still in session. The Rivers and Harbors bill of 1910 has therefore been a law since Wednesday last, June 22. As it was understood that the President intended to sign the bill before

*Increased to \$1,051,000 in 1914, in accordance with Major Stickles' annual report issued August 11, 1913. The act of 1902 called for \$1,350,000.

Congress adjourned, it was not thought to be necessary to make mention of the fact recited.

As I have been entrusted by you with the conduct of this project from its inception, and then, in a formal way, by resolution of the public meeting held on November 15, 1900, it has been my duty to report to you the progress of its promotion from time to time. At the end of something over ten years, I have the honor to report the successful conclusion of our efforts, as above recited. At the same time, I desire to return my heartiest thanks to the committees which have assisted me—those of the Chamber of Commerce and of the Citizens' meeting of 1900, as well as that of the Upper Cape Fear Improvement Association, successor of the latter—and to that noble band of gentlemen, comprising our citizens generally, who have patriotically and, in many instances, generously assisted me.

Copies of letters of thanks to the officials who have so intelligently taken part in causing our desires to be expressed in law, which I have felt at liberty to write to them, and which go out by today's mail, will be published tomorrow for your information.

With great respect, I remain

Yours faithfully,

E. J. HALE,

President Upper Cape Fear Improvement Association.

II.

**HISTORY OF THE PROJECT—THE THEORY
OF THE NORMAL PORT.**

(From Fayetteville Daily Observer, June 28, 1910.)

**ORIGIN AND PROMOTION OF THE UPPER CAPE FEAR
PROJECT.**

The following, being the chief part of an article on this subject by E. J. Hale in the Easter edition of the Maxton Scottish Chief, will doubtless prove interesting at this time:

In 1883, Fayetteville was at its lowest estate. The Charter had been surrendered. The moral effect of such a condition was disheartening in the extreme, and added to the commercial disability imposed on the town by the construction of the North Carolina Railroad in 1856 and of the "Danville Connection" at the outbreak of the war. The Danville connection, from Greensboro to Danville, 49 miles, was the link that joined the inchoate North Carolina system to the Virginia system and transferred the "gateway" of Middle and Western North Carolina and some adjacent parts from Fayetteville and Wilmington to Richmond and Norfolk. This had been opposed by the old *Observer* with all its might; and successfully, until the exigencies of the Confederacy caused State lines in transportation to be obliterated.

Commenting upon my enthusiastic "boosting" of Fayetteville and predictions of its great future when radiating railways should restore the "gateway" to the former commercial capital, a prominent business man and property owner said "Your efforts are useless. The point of distribution has moved on. Once Fayetteville; then Egypt; then the successive heads of the road," etc. It did not seem to occur to him that when the road should reach Greensboro it would meet competition from another quarter, and that the basis of competition in each case was a water base—at Fayetteville for the Cape Fear, or North Carolina, system; at Richmond, for the James river, or Virginia, system.

Upon my return from India to England in 1890 I was * * *

made a vice-president of the International Congress on Interior Navigation. * * * * There were three members of the Congress * * * who * * * asked me to accompany them in the tour of inspection which they were about to make of the leading engineering works of Britain. They were Voisin Bey, representing the French Government, who had been engineer in chief of the successful Suez Canal of which De Lesseps was the promoter; Herr Franzius, representing the German Emperor; and Mr. Vernon Harcourt, an eminent English engineer and author of works on waterways. In the course of our travels, I spoke of my home at Fayetteville, and of the vast territory which it had served as a distributing point in former times; of the interference with this condition by the establishment (1856-'65) of North and South-going railways that cut across our wagon roads; of our attempt to restore the normal condition by tapping this railway system at Greensboro in 1884; of the failure of this effort because of the want of continuous navigation on the river throughout the year; of my theory that there must have been a great change in the navigability of the river since 1817, for example, because in that year the steamer Henrietta was built with a draft of $7\frac{1}{2}$ feet, whereas the type of her successors had gradually changed until, in the slang of the boatman, the modern Cape Fear boat could run on "a heavy dew;" of my conjecture from observations in Europe and the Orient, that this change was the result of deforestation, an expression of civilization whose effect was not then realized in my country; of my recognition of the superior knowledge of these subjects with which the pressure of population in the old countries had caused the European engineers to be endowed; and of my desire to learn from them whether or not an adaptation of Captain Eads's plan of sunken osier mattresses for the Mississippi would serve for the Upper Cape Fear. They said that I was right about the effect of deforestation, which was an old subject in Europe, but that the particular form of the remedy would depend upon the volume of water in the drought season. If the river was broad, longitudinal dykes confining the flow to a narrower cross section would necessarily mean greater depth with the same volume of water. I replied that the river was very narrow, starting from the first falls above Fayetteville, and that the banks for many miles below and until tidewater was reached, ranged from nearly 70 feet in height down. Franzius at once said, "That is your advantage. Here are these Manchester people who are digging a canal to the sea at a cost of two million dollars per mile, whereas your canal is already dug and all you have to do is to plug it up by dams and get all the depth you need."

Upon my return to America I found that the Cape Fear and

Yadkin Valley Railroad, extended to Mount Airy, was doing a good business in connection with a tri-weekly line of boats both ways between Wilmington and Fayetteville, but that its volume fell far short of what it should be. Upon inquiry, I learned that the Government was endeavoring to satisfy the obligation which it assumed when it took over from the old Cape Fear Navigation Company the control of the Upper Cape Fear in 1881, but that it had adopted a system of jetties for deepening the channel, the crudest form of the engineering devices employed for that purpose.

In December, 1898, the Cape Fear and Yadkin Valley Railroad was dismembered, and its parts sold to the Atlantic Coast Line and the Southern Railroad. In January, 1899, the railway headquarters (and, later the repair shops), were broken up and removed. These establishments were of great importance to the struggling town, apart from the circumstance that they were the means of support for a considerable and very intelligent part of its population, because of the prestige which they contributed to it.

The situation was desperate, and I determined to launch the result of my European studies in the teeth of the Government's complacent view of the efficacy of its antiquated jetty system.

So, on September 8, 1899, I began my campaign to that effect with an editorial in *The Observer* calling attention to the contrast between our crude waterway methods and those refined ones which the pressure of population, demanding economy of transportation, had long since caused the older nations to adopt.

The enlightened engineer officer at Wilmington, Captain Lucas, quickly acted upon *The Observer's* suggestion; the Wilmington and Fayetteville commercial bodies endorsed it; our representative in Congress, Mr. Thomas, embodied *The Observer's* editorials in a speech he delivered there; and all went well until the report of the estimated cost of the proposed lock and dam project came in from the engineer department. This estimated cost was \$1,350,000, and, to those who were unacquainted with the principle upon which the people of Manchester had won their charter for the Manchester Ship Canal against the powerful opposition of Liverpool and the railroads, this great sum in behalf of the commerce of a little town whose dimensions could hardly be seen from the outer world by a telescope, seemed preposterous.

In 1886, two English gentlemen, Baron (now Earl) Egerton of Tatton, and Sir J. C. Lee, afterwards chairman and vice-chairman of the Manchester Ship Canal Company, explained to me the principle upon which they had won their charter from Parliament.

This principle was the fixing of a boundary line which represented the mean distance between the nearest existing ocean steamer ports and the proposed ship canal, and the assumption

that all the traffic in the territory thus delimited would, under the law of least resistance, seek the new route. The application of this principle to Fayetteville and the Upper Cape Fear would result in the delimitation of a traffic-tributary territory containing two millions of population and supplying six millions of freight tonnage.

*THE THEORY OF THE NORMAL PORT.

The commercial inferiority of North Carolina to her neighbors on the North and South even in the flush times before the war, became an important factor in my quest for arguments in support of the specific case of the Upper Cape Fear. I began to study the map, when suddenly a new principle flashed upon me. It was what may be termed the philosophy of the traffic influence of ports.

The geographical peculiarity of North Carolina is a jutting sea-line, which culminates in the proboscis of Hatteras and recedes thence to the re-entrant angle in which New York lies, on the North, and to the somewhat similar angle in which Savannah lies, on the South. A glance at the map will show that the normal coast line would be a straight line from New York to Savannah.

A normal coast line would mean normal ports, wherever ports might exist along its length. Ports, for the purpose of this demonstration, may be divided into three classes: the normal port; the abnormal or less desirable port; and the ideal port.

It is self-evident that the traffic influence of any port, other things being equal, extends throughout the territory included between lines drawn at right angles across the midway points of air-lines from it to the ports on either side of it.

In the case of the normal port, these right angle lines would remain parallel, and its traffic influence would be precisely that of its neighbors. In the case of the abnormal port, the right-angle lines would converge, and its traffic influence would be less than that of its neighbors, and in degree proportionate to the rapidity of the convergence. In the case of the ideal port, the right-angle lines would diverge, and its traffic influence would exceed that of its neighbors, and in degree proportionate to the rapidity of the divergence.

Apply these self-evident rules to New York—where the traffic antennae spread out like the ribs of a fan—and the cause of the

*Compiler's note. See, also, the printed proceedings of the National Rivers and Harbors Congress for 1907, which gives the text of the paper read before that body by Major Hale. For further description of the Theory of the Normal Port, see page 33 and map on page 39.

growth of that great port is apparent. Apply them to Hatteras, or to all of the coast line of North Carolina—which, as you will see, lies far East of the normal coast line—and we have explanation of the commercial inferiority of North Carolina before the war.

Fayetteville, it will be seen, lies on the (theoretical) normal coast line from New York to Savannah—to be exact, it is a few miles West of it. Therefore its reconstitution as a port enjoying year 'round navigation to the sea would yield to it a traffic territory bounded (on the North and on the South) by parallel or slightly divergent lines. By an apparently singular but in fact an altogether logical coincidence, this is precisely the territory which supplied its trade by wagon roads in the old days, the wagoner's interest causing him to seek the nearest port. In other words, Fayetteville (barring its want of deep water) would again supply to North Carolina the advantages of a normal port.

A printed brief of the foregoing was placed on the desk of each Senator and Representative in the Legislature in 1901, on the morning of January 18th, and a joint resolution requesting our Senators and Representatives in Congress to exert their united influence to secure the passage of an amendment to the River and Harbor bill at that session authorizing the adoption of the plan for securing a minimum depth of 8 feet of water between Wilmington and Fayetteville throughout the year, as recommended by the government engineer, Captain Lucas, was adopted unanimously the same day.

Circumstances in my political career had won for me the strong friendship of the late Senator Jones, of Arkansas, chairman of the National Democratic Committee. I asked him to make himself master of my arguments and, if approved by him, to exert his great influence in behalf of our project. He not only did this, but he enlisted the influence of his colleague, Senator Berry, a one-legged Confederate veteran, who was the ranking Democrat on the Commerce Committee and therefore the Democratic member of the conference committee, and who became an enthusiastic advocate of our cause. Through his influence our project was included in the River and Harbor bill and \$150,000 appropriated for beginning the work. The whole bill, however, was defeated by Senator Carter, of Montana, who held the floor of the Senate until the expiration of that Congress at midnight of March 3rd.

The unexpected inclusion of this item in the bill of 1901, seemed to alarm the interests opposed to the project, and a powerful opposition was developed when the subject came before Congress in 1902. But Jones and Berry triumphed again. At the critical moment, when the House conferees threw out our amendment unceremoniously, Berry thumped his crutch on the floor, declaring

that "unless Hale's item is included, I will defeat the whole bill"—and the item was retained; but only \$50,000 for a beginning was appropriated.

I then sought the aid of organized effort in behalf of the general promotion of river and harbor improvements as expressed in the "National Rivers and Harbors Congress," and it was the influence of the President of that body, Representative Ransdell, the leading Democrat of the Rivers and Harbors Committee, which enabled us the other day to break the precedent in the House by securing adoption of the project for the first time in that body, coupled with a small appropriation.

The item which is thus included in the bill is in accordance with the revised plan (costing \$615,000) which Senator Overman induced the Board of Engineers to recommend unanimously in 1908. Senator Simmons's amendment provides for the letting to contract of the whole work, without further recourse to Congress. This amendment, I am informed, will "stick" in the conference.

Governor Aycock commissioned me as the representative of the State at the founding of the National Rivers and Harbors Congress at Baltimore in 1901, and Governor Glenn and Governor Kitchin appointed me chairman of the North Carolina delegations to subsequent sessions of that body. When I was ill at home in the Winter of 1905-6, Mr Patterson, with the earnest aid of the entire North Carolina delegation in Congress, secured my retention on the directorate of the Rivers and Harbors Congress, which was reorganized then. These actions enabled me to retain for our Upper Cape Fear project primacy, or right of way, over all other of our North Carolina projects.

Circumstances not necessary to describe here caused the forfeiture of our precedence in 1907 and the loss of the necessary appropriation then.

Besides the indispensable work of Senator Jones and Senator Berry at the outset, great credit for their work at the legislative end is due to our two distinguished and influential Senators, and to our able representatives, Messrs. Thomas, Patterson and Godwin, each of whom has done all in his power in our behalf.

Chief Justice Clark was the first public man of prominence to grasp the full meaning of my project and demonstrations and to approve them publicly. That was in 1900. Later, in his Liberty Point address in Fayetteville, June 21, 1909, he gave the cause a great send-off.

He has at all times given me the support of his great name. I estimate the value of his assistance along with that of Senator Jones and Senator Berry—that is, of the first importance.

The money cost of the promotion of the project up to date

has been \$3,597.29, a trifling sum when compared with the many thousands spent by the big waterway projects of our country and the nearly a million dollars spent by Manchester in the numerous parliamentary hearings required before her Ship Canal charter was secured.

So you will see how a train of circumstances, each comparatively trifling in itself, but correlated throughout and worked for all they were worth, have led to the success of a great scheme.

III.

THANKS TO THE OFFICIALS WHO HELPED US.

(From Fayetteville Daily Observer, June 28, 1910.)

LETTERS OF THANKS.

Following are copies of the letters of thanks sent to the officials who took part in influencing or securing the embodiment in law of the Upper Cape Fear project, which were referred to in yesterday's editorial on this subject:

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. Walter Clark,
Chief Justice of North Carolina,
Raleigh.

My dear Sir:

The Rivers and Harbors bill, containing provision for the construction and completion of our great river project, became a law on Wednesday last, and was also signed by the President on Saturday. I write to offer to you my heartiest thanks for the important part you have played in the success of this undertaking. You were the first public man of State and National reputation to grasp the meaning of my editorial in *The Observer* of September 8, 1899, launching this project, and to publicly express your approval of it. When the public had become indifferent and even our own Chamber of Commerce had forgotten the existence of the project entirely, your letters continued to encourage me, while your public utterances on the subject were of incalculable benefit in hastening the end. I estimate your service as of the first magnitude and along with that of Senator J. K. Jones and Senator Berry, without whose aid at Washington the project would have been trampled under foot by the powerful interests arrayed against it, and shut out from recognition in law during our day.

I remain, my dear sir, with high regard,

Yours very truly,

E. J. HALE,
President, &c.

[Letters of thanks, in full recognition of their great services, were written at the time (May, 1902,) to Senators Jones and Berry.—E. J. H.]

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June 27, 1910.

Hon. Charles R. Thomas,
House of Representatives, Washington, D. C.

My dear Sir:

As the Rivers and Harbors bill, containing the item for construction and completion of our Upper Cape Fear project has become law, I write to express my very hearty thanks for your aid at the outset of its promotion. Yours was the first speech in this behalf made in Congress (1900). You were good enough to embody in it my articles in *The Observer* in full calling for the application of modern engineering methods to the problem of restoring the navigability of rivers below the first falls, which had been impaired by deforestation, in place of the crude and inefficient treatment of them then in vogue in this section. I have reason to believe that you thus helped materially to set in motion the great sentiment in favor of internal navigation which first created the National Rivers and Harbors Congress and then secured its triumph in the legislation of the United States Congress just ended.

With high regard, I remain,

Yours very truly,
E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. C. B. Aycock,
Raleigh, N. C.

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my thanks for the important aid which, as Governor, following the Legislature's precedent, you gave to me in the early days of its promotion. At my request, you gave me a commission accrediting me as the representative of the State at the convention which organized the National Rivers and Harbors Congress at Baltimore in September, 1901. I have no doubt that this materially contributed to the movement, begun by the Savannah delegates, to have me placed on the board of directors as the

representative of the South Atlantic States. This, in turn, resulted in the concession to our project of primacy, or right of way, among sundry others; and this, again, in hastening its adoption by Congress.

With high regard, I remain,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June. 27, 1910.

Hon R. B. Glenn,

Winston-Salem, N. C.

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my thanks for the important aid which, as Governor, following the Legislature's precedents, you gave me in assigning to this project the first place among all our North Carolina projects. This you did in 1906; again in your letter to Lieut. Colonel Hoxie's committee of the Board of Engineers sitting in Fayetteville, January 24, 1907; and still again in appointing me chairman of the North Carolina delegation to the convention of the National Rivers and Harbors Congress in 1908.

With high regard, I remain,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. W. W. Kitchin,

Governor of North Carolina,
Raleigh,

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my thanks for the important aid which, following the Legislature's precedents, you gave to this project in appointing me chairman of the North Carolina delegation to the convention of the National Rivers and Harbors Congress in December last. By this act, the retention for it of the primacy, or right of way, among all other North Carolina projects, was assured.

Our people, also, very greatly appreciated your coming to Fayetteville to welcome the members of the National Waterways Commission on the occasion of their visit in February.

With high regard, I remain, my dear sir,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. F. M. Simmons,

U. S. Senate, Washington, D. C.

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my heartiest thanks for the great service which you have rendered Fayetteville and the State in this behalf. Except for the exercise by you in our favor of your powerful influence as a member of the Commerce committee and of the Waterways Commission, assigning to ours precedence over all other North Carolina projects, separating it also completely from the rest in the order of presentation, we should have secured but partial recognition by this Congress. We think also that you have displayed great skill in the conduct of our case before Congress.

It is proper to add that I am not unmindful of the readiness with which, in January, 1902, you acceded to my request to exert your authority, as head of the Democratic organization in North Carolina, to secure the united efforts of the North Carolina delegation in Congress in behalf of this project, in accordance with the resolution of the General Assembly.

With high regard, I remain,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. Lee S. Overman,

U. S. Senate, Washington, D. C.

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my heartiest thanks for the great

service which you have rendered Fayetteville and the State in this behalf. At the beginning of your term in the Senate, in 1903, you took charge of our interests in this matter—introducing bill after bill for appropriations under the original plan; keeping in constant touch with the chief of engineers, General McKenzie, and securing his earnest support of the project; and, by your arguments and influence securing the unanimous approval of the amended plan of 1908 by the Board of Engineers in that year. Except for this last named act, our item in the bill which has just passed would have been excluded from consideration by the House committee and their conferees under the rule adopted by them which requires the rejection of all projects not recommended by the Board of Engineers.

With high regard, I remain,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. G. B. Patterson,
Maxton, N. C.

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my thanks for the manner in which you kept the subject alive with your colleagues at Washington and with General McKenzie, the chief of engineers, during your service in Congress, 1903-7, notwithstanding the fact that, during those four years, no rivers and harbors bill, containing items for new projects or beyond the needs for maintenance of existing projects was considered.

I also bear gratefully in mind the ready response which you made to my appeal, when I was laid up ill at home in the winter of 1905-6, to get your colleagues of the North Carolina delegation to attend in my behalf, along with you, the convention then called for the purpose of reorganizing the National Rivers and Harbors Congress. Your successful efforts then in securing my retention on the Board of Directors of that body, were largely influential in enabling me to retain for our project its primacy, or right of way, among North Carolina projects, and to gain the friendship of Mr. Ransdell, the President of the reorganized body, whose action in January last in the Rivers and Harbors committee of the House

of Representatives, of which he is a leading member, was probably of vital consequence to us.

With high regard, I remain,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. Joseph E. Ransdell,

President National Rivers and Harbors Congress, and Member of
the Rivers and Harbors Committee of the House of Representa-
tives, Washington, D. C.

My dear Sir:

As the Rivers and Harbors bill, containing provision for the construction and completion of our Upper Cape Fear project, has become law, I write to express my heartiest thanks for the great service which you have rendered Fayetteville and the State of North Carolina in this behalf. Except for the exercise by you in our favor of your powerful influence as President of the National Rivers and Harbors Congress, the organization which has caused the Congress of the United States to enact the present Rivers and Harbors bill and to enter upon a comprehensive and just policy of waterway improvement involving the expenditure of 500 millions of dollars in the next ten years—except for the exercise of such your influence in convincing the Rivers and Harbors committee that ours was not a new project because it had been amended in detail, we should have been thrown out for another year at least.

With assurance of my high regard and renewed thanks for your many courtesies, I remain,

Yours very truly,

E. J. HALE,
President, &c.

Upper Cape Fear Improvement Association,
Fayetteville, N. C., June, 27, 1910.

Hon. H. L. Godwin,

House of Representatives, Washington, D. C.

My dear Sir:

As the Rivers and Harbors bill, containing our Upper Cape Fear item, has become law, I write to express my very hearty thanks for the painstaking, intelligent and laborious efforts which you have bestowed upon its promotion. The respect and influence

which you have gained among your colleagues, particularly Messrs. Alexander, Edwards, Ellerbe and Taylor, of the Rivers and Harbors committee, have served you well in this matter. It must, also, be a subject for gratification to you that it was during your term as representative from this District that a bill for canalizing the Upper Cape Fear first passed the House Committee on Rivers and Harbors.

With high regard, I remain,

Yours very truly,

E. J. HALE,

President, &c.

Upper Cape Fear Improvement Association,

Fayetteville, N. C., June 27, 1910.

Captain Earl I. Brown,

Corps of Engineers, U. S. A., Wilmington, N. C.

My dear Sir:

As the Rivers and Harbors bill, containing our Upper Cape Fear item, has become law, I write to express my very hearty thanks for the important service you rendered, in the line of duty, in behalf of our project at a critical moment in its promotion. As you will observe, the technical phraseology employed for securing full authorization for a contract, or contracts, necessary for completion of the whole work, and acceptable to the Board of Engineers, is used in the bill as passed.

With renewed thanks for your many courtesies, I am, with high regard,

Yours very truly,

E. J. HALE,

President, &c.

IV. SOME OF THE EARLY STEPS.

(From Fayetteville Daily Observer, June 3, 1902.)

ENTHUSIASTIC TOWN MEETING.

Resolutions of Thanks.

On Wednesday the Board of Aldermen passed the following resolution:

"Resolved, That the Mayor, A. B. Williams, chairman county commissioners, and F. R. Rose, secretary chamber of commerce, acting together, shall call a meeting at an early date to give the citizens of Fayetteville an opportunity to vote an expression of their thanks and appreciation to the Citizens' Committee, and to the conferees and the Senators and Representatives in Congress for their earnest work in behalf of the appropriation for the Upper Cape Fear."

In accordance with the above resolution, and under the call of the Mayor and associates, the meeting was held last night. Following are the Secretary's minutes:

A large and enthusiastic meeting of the citizens of Fayetteville and Cumberland county assembled in the court house last night on call of the Mayor, by resolution of the Board of Aldermen. Mayor McMillan invited Hon. H. McD. Robinson to preside. After stating the object of the meeting he announced it ready for business. On motion, Mr. F. R. Rose was chosen secretary.

Hon. E. J. Hale offered the following resolution, which was unanimously approved and adopted:

Resolved, That the thanks of the citizens of Fayetteville be voted and tendered to Senators Pritchard and Simmons, of North Carolina; to Senators McMillan, Elkins and Berry, and Representative Lester, of Georgia, of the Committee of Conference on the Rivers and Harbors bill; to Senator Jones, of Arkansas, and Mason, of Illinois; to the North Carolina delegation in the Lower House of Congress for their vote in caucus to give the appropriation for the

Upper Cape Fear precedence over all others asked for by the several Districts; to His Excellency, the Governor of North Carolina; and to Secretary William H. Love, of the National Rivers and Harbors Congress.

Resolved, That especial thanks are due to Senator Simmons for securing the caucus action mentioned above; to Senator Berry for his steadfast stand in our behalf in the Conference Committee; and to Captain E. W. Van C. Lucas for the skill with which he has treated the engineering problem presented to him and the interest which he has manifested in the advancement of this city and section.

Mr. H. R. Horne then presented the following resolutions, which, after some slight additions, were cordially approved of by all present and unanimously adopted:

Whereas, Maj. E. J. Hale, chairman of the committee appointed by the Fayetteville Chamber of Commerce to promote and secure the adoption of our river improvement scheme, has generously given time and means and talent to this great work; and

Whereas, Chiefly through his able, ingenious and indefatigable efforts we believe the project has reached its present triumphant status:

Resolved, That we congratulate him on the rich fruit that his labor has borne and thank him heartily and profoundly for this great service to his native town and State.

Whereas, The zealous, untiring and efficient secretary of the Chamber of Commerce, Mr. F. R. Rose, and Messrs. W. L. Holt, R. L. Williams, W. S. Cook, H. C. Bash, W. M. Mogan, A. B. Williams, A. H. Slocumb and J. A. King, also of the committee, have rendered invaluable and indispensable aid in this great battle for a great internal improvement:

Resolved, That the sincere gratitude of this meeting is cordially extended to them.

Resolved, That the thanks of the community are due and are hereby tendered to the Mayor and Aldermen and the County Commissioners for timely and necessary contributions to the limited funds in hand.

Pending this final action the meeting was very entertainingly addressed by the following gentlemen in support of the resolutions and with a desire to further emphasize the appreciation of the people of the efforts of those gentlemen both here and elsewhere, and whose persistent labors had brought the great scheme thus far to so successful a point: Hon. Geo. M. Rose, H. R. Horne, I. A. Murchison, Jas. W. Atkinson, Senator Jas. D. McNeill, Hon. J. G. Shaw, E. H. Williamson, H. L. Cook, Capt. A. B. Williams, R.

McMillan, F. R. Rose, Dr. H. W. Lilly, Dr. T. M. Hunter and H. C. Bash.

* * * * *

(From Fayetteville Daily Observer, June 27, 1902.)

THE MOST SUITABLE PERSON.

To the Democrats of the Sixth District:

"We, the undersigned citizens of Fayetteville and Cumberland respectfully present to you the name of Edward J. Hale as the most suitable person who could be chosen to represent this District in Congress, and we earnestly urge that you nominate him at the approaching convention to be held in this city.

His election would recall the best traditions of North Carolina at Washington. He has had a distinguished career—at the University, in the Confederate Army, and in the Foreign service of the Government. Though never before seeking the suffrages of the people for office with pay attached to it, he has been repeatedly honored by Democratic State conventions with positions of high party trust, receiving in the great convention of 1910 the largest vote ever given in a Democratic convention in North Carolina. But the ground upon which we make this appeal is the proposition that deep water in the Cape Fear up to Fayetteville is of paramount importance to this community and section, and that, as Major Hale was the originator of that idea and movement and the successful leader of the fight for it up to this point, he is best fitted to promote its accomplishment in Congress.

H. W. Lilly, D. H. Ray, W. M. Morgan, A. B. Williams, C. B. McMillan (Mayor of Fayetteville), E. J. Lilly, John C. Haigh, G. G. Myrover, W. J. McDiarmid, J. C. McDiarmid, George A. Overbaugh, C. W. Broadfoot, N. A. Sinclair, W. A. Vanstory, J. A. McPherson, J. D. Brown, D. H. Graves, R. H. McDuffie, W. B. McMillan, J. A. Steel, J. C. Vann, R. L. Williams, W. N. Williams, R. H. Buckingham, M. McI. Matthews, J. E. Hawley, F. R. Rose, J. B. Tillinghast, J. B. Smith, Jno. N. Prior, F. W. Thornton, E. F. Pemberton, J. M. Martin, H. G. Smith, J. Q. Goddard, Ed. C. Smith, R. B. King, J. R. Boyd, J. B. Wilson, Jno. H. Ledbetter, Ledbetter Bros., W. H. Pope, Pembroke Woodward, G. B. Patterson, Jno. K. Strange, J. H. Judd, W. W. Horne, A. R. Williams, S. Ruffin Horne, H. P. Elliott, W. McI. Jessup, J. F. Averitt, J. S. McNeill, L. C. Wooten, J. H. Marsh, Chas. Haigh, H. E. Sheetz, E. M. Sheetz, W.

G. Clark, A. S. Huske, H. R. Horne, Williams & Jessup Bros., McGeachy & Brown, J. H. Myrover, R. M. Prior, Hollingsworth & Co., R.L. Holland, C. D. Sedberry, W. S. Maulsby, A. S. Maulsby, J. B. Underwood, Jr., Jas. D. McNeill, I. W. Clark, H. C. Bash, Mike Folb, A. E. Dixon, S. G. Ayer, Ayer's Bargain House, Walter Watson, H. J. McBuie, A. P. Johnson, E. L. Hunter, Thomas M. Hunter, V. C. Bullard, J. L. Tatum, W. B. Malloy, S. H. MacRae, Joe Atkins, Thos. Gill, J. F. L. Armfield, The Armfield Co., J. B. Starr, J. E. Young, A. Jackson, H. J. Marsh, W. N. Tillinghast, A. S. Rose, J. W. Carmon, Oliver Evans, T. J. Whitted, C. A. King, J. Sam Maulsby, H. C. Atkinson, T. H. Maulsby, G. C. Weisiger, J. L. West, H. T. Drake, W. L. Hawley, Charles Kennedy.

[The committee requests us to say that for the convenience of those who have not had an opportunity to sign the above, it will be found at the Mayor's office.]

(Compiler's Note.)

PRESS CONVENTION ADOPTS RESOLUTION.

On April 23, 1908, Major Hale read a paper at the Press Convention at Charlotte, entitled, "How to Prevent Freight Discriminations Against North Carolina." This is quoted in full in "Exhibit C" of his presentation of the case of the Canalization of the Cape Fear River to the Congress of the United States, January 17-19, 1910. See No. V. of this publication. The Press Convention adopted unanimously a resolution endorsing the Canalization project set forth by Major Hale as the means of preventing freight discriminations against North Carolina, and a resolution urging the Senators and Representatives from North Carolina to exert every effort to secure the speedy construction of this work at the hands of Congress.

Great interest was aroused throughout the State, and the effect was the complete removal of the unfavorable impression caused by the side-tracking of the Upper Cape Fear project at the session of Congress in the Spring of 1907, when a re-examination was ordered.

The effect in Fayetteville was recorded in The Observer of December 3, 1908, as follows:

UPPER CAPE FEAR IMPROVEMENT ASSOCIATION FORMED.

"On Tuesday last (November 24, 1908,) the "Upper Cape Fear Improvement Association" was formed, with a president, secretary, advisory committee and finance committee. In choosing the name for the Association, attention was called to the change made since

1900—that is to say, it was, in 1900, the “Citizens’ Committee on Improvement of the Cape Fear,” whereas the association just formed recognizes in its name the coming into existence of the new project which confined itself to deepening the channel below Wilmington only. This change of name does not in any degree signify that the people of Fayetteville have any less interest in the river, from its source to its mouth at Southport, than before: it is simply made for the sake of convenience, as, for example, in identifying the source of contributions to the National Rivers and Harbors Congress, and so forth.”

The Observer of November 25, 1908, gave the names of the officers of the new Association, viz: E. J. Hale, president and F. R. Rose, secretary. The advisory committee appointed consisted of C. W. Broadfoot, H. R. Horne, H. W. Lilly and H. McD. Robinson. Messrs. F. H. Stedman and W. F. Blount were appointed a committee to collect Fayetteville’s contribution of \$250 to the National Rivers and Harbors Congress for 1908.

V.

FINAL PRESENTATION OF THE CASE BEFORE CONGRESS.

THE BRIEF AND THREE EXHIBITS PRESENTED TO THE CONGRESS OF THE UNITED STATES BY E. J. HALE, JANUARY, 1910.

(From Fayetteville Daily Observer, January 13, 1910.)

CANALIZATION OF THE UPPER CAPE FEAR.

Brief Statement of the Case.

An item providing for the improvement of the Cape Fear River, so as to provide a channel eight feet deep from Wilmington to Fayetteville throughout the year, was included in the Rivers and Harbors bill reported to Congress in 1901. The whole bill, however, failed in the Senate. The same item was included in the act of June 13, 1902, and \$50,000 was appropriated for the purchase of sites for locks and dams. The bill as recommended by the War Department called for the construction of three locks, with movable dams, at a cost of \$1,350,000.

Since that time the science of river engineering has progressed with such rapidity that it was thought that the purpose of the act of 1902 could be accomplished at much less cost and with a less number of locks. The River and Harbor act of March 2, 1907, therefore, contains this item:

"The Secretary of War may cause a re-examination to be made of the Cape Fear River above Wilmington, North Carolina, with a view to reporting what modifications, if any, should be made in the existing project, the expense of which shall be paid from the amount appropriated in section two."

The re-examination disclosed the fact that the object of the act of 1902—the securing of eight feet depth of water throughout the year—could be accomplished by the substitution of two locks with fixed dams for three locks with movable dams, and at a cost of \$615,000 instead of \$1,350,000, or less than half.

This plan was recommended by the Board of Engineers, concurred in by the Chief of Engineers, and transmitted to the Speaker

of the House in a letter from the Secretary of War, April 25, 1908. (See House Document No. 890, 60th Congress, 1st Session.) The bill now presented is drawn in accordance with that recommendation.

The estimate of existing traffic between Fayetteville and Wilmington upon which and the deductions from which the adoption of the present scheme (costing \$1,350,000) was based, was that of 1900, viz: 115,000 tons, valued at \$1,150,000. (See Exhibit A, herewith, page 7.) The District Engineer reported the traffic in 1906 as 135,991 tons, valued at \$3,636,078. (See House Document 890, above referred to, page 8.) So that the case, considered from the standpoint of less than half the cost and more than three times the value of traffic, was then more than six times as strong as when Congress first adopted the project in 1902. The report of the District Engineer for the fiscal year ending June 30, 1909, (see report of the Chief of Engineers, September 29, 1909), showed that the tonnage had increased to 137,620, and the value to \$3,960,235—making the ratio nearly eight to one in favor of the project as now presented.

The saving in freight charges by river from Wilmington to Fayetteville as compared with those by rail is so great (see Exhibit B, herewith, page 4-5 and 7-8,) that private capitalists, if they had the power to construct this work as before 1882, could recoup their whole outlay for its construction, as now recommended by the government engineers, in five years time by a tonnage charge of only 5 cents per 100 pounds, and yet save to the shippers an equal amount as against the railway charges.

But it is not upon the needs of existing traffic, nor in consideration of local conditions in themselves, that the argument for the adoption of this project is founded. The geographical peculiarities of North Carolina cause it to be a matter affecting nearly all of North Carolina and some adjacent parts, containing a population this side of the Alleghanies of two millions. (See Exhibit A, pages 11-13.)

The jutting coast line of North Carolina renders it impossible for the greater portion of the population referred to to enjoy freight rates on equal terms with the people of other seaboard States, except approach be had through the port of Fayetteville. This peculiarity distinguishes this from all other river propositions offered to the government. A glance at the map, (Exhibit A, page 9,) will make this apparent. Fayetteville is the only port between Norfolk and Richmond on the North and Charleston on the South which is on the normal coast line, and therefore it is the only port which

lies nearer to the population referred to. A calculation made in accordance with the principle upon which the promoters of the Manchester Ship Canal won their case—viz: that the territory traffically tributary to a port comprises all that is nearer to it than to any other port—shows that six millions of tons of freight would be diverted to Fayetteville. (See Exhibit A, page 12.) The estimate of the North Carolina Corporation Commission, the highest authority extant on this subject, is to the same effect. (See Exhibit B, pages 10-12, and 13-14.)

Three legislatures of North Carolina endorsed this project upon the grounds just mentioned, (see Exhibit B, page 3, and Exhibit C, pages 5-6,) a course which the State has pursued towards no other scheme of river or harbor improvements within its borders.

Before deforestation had interrupted the year-round navigation which formerly existed on this river, and the overworking of the railroad idea had increased the effect of this impediment, Fayetteville was the market for all the vast territory referred to (Exhibit A, page 6.). The proposed improvement, therefore, does not seek to establish novel conditions, as in the canalization of rivers above the head of navigation, but to re-establish trade routes disturbed by an incomplete development of the problem of transportation.

Senator Burton, the highest authority in these matters, in the course of his speech before the National Rivers and Harbors Congress, December, 1907, when chairman of the Rivers and Harbors Committee, declared that the object of legitimate waterways improvement is to supply equal opportunity to all. It is a matter of common knowledge, admitted now by the railways themselves, that North Carolina is discriminated against in freight rates. The reason assigned is the circumstance that we have in North Carolina no "basing point for freight rates," or "gateway," as it is now called. It is stated that Fayetteville will be made such a "basing point" upon the completion of the work now proposed. (Exhibit A, page 12.) Until that is done, over two millions of our people must continue, in this vital respect, to be deprived of equal opportunity with their neighbors. (See Exhibit B, page 8.)

Finally, attention is asked particularly to the declaration of the North Carolina Corporation Commission, already referred to (Exhibit B, page 13,) in these words, viz: "The Atlantic Coast Line Railroad enters Fayetteville from four different directions, and I enclose you statement showing the tonnage of freights for this road for the State. If the Cape Fear River is made navigable to Fayetteville, this city would be the distributing point for a great majority of this freight." On page 15 (Exhibit B) is given "the tonnage of

freights for this road for the State" in the Corporation Commission's enclosure referred to by them, which is 3,368,441. Assuming that a "great majority" of this sum would be at least 2,000,000, it will be seen that the saving of \$1.80 a ton by the river route (Exhibit B, page 11.) would amount to \$3,600,000 per annum—or enough to pay the whole cost of the proposed work in two months.

See also Exhibit C, herewith, which was unanimously endorsed by the North Carolina Press Association at Charlotte, April, 1908; and the Senators and Members of Congress from North Carolina requested and urged to exert every effort to secure the speedy construction of this work at the hands of Congress.

[Note: The pages referred to above are the pages of the pamphlets as presented to Congress.]

EXHIBIT A.

PREFACE.

In 1886, * * Lord Egerton of Tatton, and Sir Joseph Lee, afterwards the chairman and vice-chairman of the Manchester Ship Canal Company, asked the writer to make a report upon the Manchester Ship Canal. * * I asked if it was feasible as an engineering problem to bring big ships to Manchester, an interior city. They sent their engineer to explain that. In reply to the same question, he said that anything was possible in engineering, provided the money necessary to pay its cost were forthcoming. The project then was a commercial one.

The commercial part of the problem was very simple, when once presented—like Columbus's demonstration of how to make the egg stand on end, or any other of the great problems of man's conquest of nature, that turn often upon the least complex of conditions if they are but comprehended. It was this: A circle described about a seaport lies half in the sea, where people do not dwell. A similar circle about an interior town lies wholly on the land. If it be convenient to convert the interior town into a seaport, it is manifest that it starts off with double the population (other things being equal) dependent upon it for transportation, to begin with. But it was found that, though Manchester was less than forty miles from Liverpool, there were seven and a half millions of people nearer to it than to Liverpool or any other port. As it was certain that these seven and a half millions were bound sooner or later, under the rule that all forces proceed along the line of least resistance, to seek Manchester as their port, the proposed port of Manchester became practically a city of seven and a half millions. Manchester was an interior mill centre dependent upon outports for ingress and egress from and to the world. Fayetteville had been such a centre before 1865. The Manchester Ship Canal, using the waters of the Irwell and upper Mersey, was but 35 1-2 miles long and cost \$75,000,000; the distance from Fayetteville to deep water was twice as great, whereas, on the commercial side, the population of Fayetteville was but 5,000, while that of Manchester and contiguous suburbs was over a million. Even under the rule that gave Manchester 7,500,000 of population, Fayetteville could show only 2,000,000 of population. So that Manchester had half the distance to canalize that Fayette-

ville required and nearly four times the population—eight to one against Fayetteville; but Manchester had to dig nearly the whole distance; Fayetteville had its canal already dug, which needed only to be narrowed by longitudinal dykes or plugged up with cross dykes, as the flow of water might be found to require. Therefore if the Cape Fear could be canalized for the distance of seventy miles for, say, \$1,500,000, that would be \$20,000 a mile against Manchester's \$2,000,000 per mile, and, if it could be demonstrated that, say, two millions of people would be nearer to the port of Fayetteville than to any other port, then an expenditure of \$1,500,000 by our Government for the benefit of that two millions of its citizens, would be but 75 cents a head, as against the British expenditure of \$75,000,000 for seven and a half of British subjects, or \$10 per head—plainly a proposition commercially sound.

Attention is especially asked to the fact that the jutting coast line of North Carolina and the situation of Fayetteville on what would be the normal coast line, is the crux of the matter. Our jutting coast line has rendered it impossible for the greater portion of the population of North Carolina to enjoy freight rates on equal terms with the people of other seaboard States, except approach be had through the port of Fayetteville. This peculiarity differentiates this from all other river propositions offered to the government.

The following pages contain the literature on this subject worth perusing; and the whole is presented to the people of North Carolina—whose interests, as the Legislature has repeatedly declared, will be so greatly affected by the restoration of Fayetteville to its former commercial relation to the interior—for their information and consideration.

E. J. HALE,

Chairman of Citizens' Committee on Improvement of the Cape Fear.

Presentation of Case Before the Committee on Rivers and Harbors,
Janaury 14, 1902, by E. J. Hale, Chairman of Citizens' Committee of Fayetteville, N. C.

IMPROVEMENT OF THE CAPE FEAR.

Mr. Chairman and Gentlemen of the Committee:

By your courtesy, I have the honor to present to you the grounds upon which the people of North Carolina ask that you retain in the bill which you are to report to the House of Representatives the item providing for an appropriation for the improvement of the Cape Fear River between Wilmington and Fayetteville. I say the people of "North Carolina," because, by a resolution of the last Legislature

(a copy of which I hand to you, and which I have marked Exhibit No. 1), the State has adopted this project as a State affair, a course which it has pursued towards no other scheme of River or Harbor improvement within its borders.

On the 1st of June, 1900, a bill was passed by Congress for a survey, with a view to obtaining a navigable channel from Wilmington to Fayetteville of four, six or eight feet depth at mean low water.

On the 24th of November, the government engineer officer at Wilmington, Captain Lucas, submitted his report of the survey which he had made, recommending a plan for slack-water navigation with a minimum depth of eight feet of water, the difference in the cost of securing four, six, or eight feet, being insignificant. The plan recommended provides for three locks with a lift of 9 feet each, with a chamber 150 feet long and 28 feet wide, and a movable dam some 170 feet long, the form of lock and dam proposed being similar to those used in the Kanawha River. His report will be found in House Document No. 180, of the 2nd Session of the last Congress.

By a misunderstanding on the part of those having charge of the promotion of this improvement, the statistics necessary to prove a "commercial case" for it were not supplied to Captain Lucas in time for his regular report, which is required to be started on its way to the Secretary of War by the 20th of November. His report upon this subject, therefore, did not come to your committee from the Secretary of War until after your bill had practically been drawn, and the item for the carrying out of Captain Lucas' recommendation was for this reason—I trust I am right in saying for this reason only—not included in the bill reported by you. It was added in the Senate, and an appropriation of \$250,000 voted to begin the work, which sum was reduced to \$150,000 in the Conference Committee of the two Houses; and, with the item in this form, the bill was passed by the House.

We now ask that you retain this item in the new bill which you are about to report.

North Carolina was once called "a strip of land between two States." As the State was the third in population at the 1st Census, and as it has a record of which any one may be proud, being inferior to that of none of the original thirteen which achieved our independence, I assume that the gibe had reference to our commercial attainments—which have been inferior to those of our neighbors. This inferiority was palpably the result of our want of large sea-ports; but the reason for this deficiency, which has been the theme

of unnumbered discussions, was obscured by the overworking of the railroad idea, under which railroads were held to be "annihilators of space." Recently, the conception of the unit of transportation value as "per ton per mile," has revealed the real reason to students of our geography.

If you will be good enough to look at the map which I submit (and which I have marked Exhibit No. 2), you will observe that the coast line of North Carolina juts out far beyond the general coast line—namely the line running from New York, where the first great recession takes place at the North, to Savannah, where the last recession culminates at the South. The effect of this peculiarity is to place our seaports at such a great distance from the back country that the ports of our neighbors, Richmond on the North and Charleston on the South, are nearer to much of it than they. The normal seaport is on a line with its rivals. The ideal seaport is on a line (between its rivals) that presents a salient angle to landward and the re-entrant angle to seaward. With us, our jutting seacoast causes those angles to be reversed in the case of lines drawn from any of our seaports to Richmond on the one side and Charleston on the other. Now, the traffic influence of any port, under the rule of equal charges per ton per mile, reaches half way to the next port. If, therefore, we should delimit the territory traffically tributary to the ports under consideration, by drawing lines at right angles across the half-way points of air lines between them, we would find that these right-angle lines converge until they meet within the territory of our own State, instead of remaining parallel, as they would do in the normal port, or diverging as in the case of the ideal port. The result of these physical conditions is such that if, instead of the commerce repelling Hatteras, the Eastern beak of North Carolina enclosed the best harbor in the world and a four-track railway connected it with the interior, it would remain as insignificant as Morehead City is today, which has a fine harbor and is connected with the interior by a State railway.

Before the railroad era, and when conditions were much nearer to nature than now, the force of the wagon-borne traffic in a wide area proceeded along the line of least resistance and found water at Fayetteville, which is the head of navigation on the Cape Fear and the inland end of the improvement now asked for. By reference to the map, it will be seen that Fayetteville lies 50 miles West of a line from Norfolk to Charleston, the nearest existing "basing-points for freight rates;" a little to the west of a line from Richmond to Charleston; and on the line from New York to Savannah, the normal coast line. Wagon-borne traffic, a century ago, from Central and Western North Carolina, Southwestern Virginia and

Northeastern South Carolina, naturally, therefore, fixed upon this town as its port, for it was nearer to them than any other. By a striking but entirely logical coincidence, the territory whence this ancient traffic came is almost precisely the same as that which this improvement would delimit under the rule of equal railway charges per ton per mile.

What we are asking, then, is not the establishment of novel conditions, disturbing natural ones, but the restoration of conditions as old as our civilization and as natural as the flow of water.

These conditions have been changed by circumstances which it would consume too much of your time to recount in detail—antagonisms resulting from the different origin of the immediate settlers of the Cape Fear and the Albemarle sections; errors of State policy, as in the attempt to build up a great port near the Eastern coast line; the novelty of through railway trains which the necessities of the Confederacy caused to be established on North-and-South-going railways; the partial destruction of the town by war in 1865; and deforestation at the headwaters of the Cape Fear, which curtailed the boating period in Summer and rendered the river an easy prey to those competing railways.

While these circumstances have retarded the restoration of normal conditions in Fayetteville, the same fierce competition which has hammered out the unit of railway transportation, has caused the establishment there of many thriving industries—cotton mills, silk mills and the like—and the cheap freight rates which they enjoy have turned the eyes of the State again to this ancient capital. The result is: the recognition of the geographical peculiarities which I have referred to and which are more fully described in the note appended to the map which I have submitted; the realization that, except approach be had through the port of Fayetteville, freight rates on equal terms with those enjoyed by the people of other seaboard States are impossible for North Carolina; and the embodiment of these facts in the unanimous resolution of the General Assembly, asking for this appropriation, which I presented to you at the outset.

Now, while it is plain that the reasons recited amply justify the State in her present attitude towards this proposed work, and while it is true that the general government has, by its action in taking over this river and making it a national highway, "undertaken the serious responsibility of improving and developing it," it does not follow that it is called upon to undertake a scheme of improvement more costly than a reasonable expectation of results would justify. We have therefore made an estimate of these results based upon the method employed in England for "proving" a commercial reason for the granting of a charter by Parliament for works of this kind.

This method, which is self-evidently sound, is described on pages 5 and 9 of the United States government report on the Manchester Ship Canal, a copy of which I submit, marked Exhibit No. 3. It is assumed that the population which is nearer to a given port than to any other port, is bound sooner or later to become traffically tributary to it.

The existing traffic on the Cape Fear River between Wilmington and Fayetteville amounts to 115,000 tons, valued at \$1,150,000. The existing railway traffic in and out of Fayetteville is 112,295 tons, valued at \$5,812,614. The population in the territory shown on the map between the lines AA, B, and CC, and which is nearer to Fayetteville and the part of the river involved than to any other port, is some 2,000,000. The population concerned in the production of the existing river and railway traffic in and out of Fayetteville is 61,000. The territory, then, which is nearer to Fayetteville than to any other port, contains a population thirty times as great as the population at present tributary to Fayetteville.

We therefore have this proposition:

	Tons	Value
Existing River traffic.....	115,000	\$1,150,000
Three-fourths (the divertible portion) of existing railway traffic in and out of Fayetteville—		
3-4x112,295 tons and 3-4x \$5,812,614.....	84,221	4,359,460
In round numbers.....	200,000	\$5,500,000
30 times these figures would give the tonnage and value of traffic which, other things being equal, would find a cheaper route to and from the great markets by way of the Cape Fear River if improved as suggested, that is, 30x200,000 tons and 30x\$5,500,000.....	6,000,000	\$165,000,000

If the proposed improvement were a private undertaking requiring tonnage charges for the payment of interest on its cost, it will be seen that a tax of 1 cent a ton on the estimated traffic would pay 5 per cent. interest on a million and a quarter of dollars. An elaboration of this calculation and other details will be found in the Report of the Citizens' Committee on Improvement of the Cape Fear, and the accompanying "Note," which I also submit, marked Exhibit No 4.

Some other considerations in favor of this project may be briefly noted:

The proposed appropriation would merely replace the present scheme which calls for an expenditure of \$275,000, about half of which has been expended, and which is worthless, as declared by the government engineer.

The two millions of people affected by the proposed improvement, and whose traffic has been diverted from the river by railroads and deforestation, developments of civilization, are as much

entitled to consideration as if they were herded in a seaport whose harbor had been made relatively shallower by the use of deeper drafted ships, another development of civilization.

Formerly, vessels were adapted to rivers and harbors. Now, harbors are being adapted to vessels, and rivers should be also.

The Manchester Ship Canal cost \$75,000,000, or \$2,000,000 per mile. The canal for 8 feet of water from Wilmington to Fayetteville, 120 miles, is already dug, and an expenditure of \$11,000 a mile (or \$1,350,000) will complete it. 7,500,000 people are affected by the English work; 2,000,000 by the proposed American work—or \$10 per capita for the Englishman, and 75 cents for the American. Our commercial status in the world should justify at least this small per capita contribution to such a large body of our people, for we are not less wealthy than England.

I do not know, Mr. Chairman and gentlemen, how far you may feel influenced by the sentiment that a great State asks you for this appropriation, nor how far its relation to the nation, under our political system, may attract your attention to its requests, but I think I have made out a "commercial case" for the proposed legislation, and I would ask that you add the other two considerations for good measure.

(SUB) EXHIBIT NO. 1.

RESOLUTION OF THE GENERAL ASSEMBLY OF NORTH CAROLINA REQUESTING THE SENATORS AND REPRESENTATIVES IN CONGRESS FROM THAT STATE TO EXERT THEIR UNITED INFLUENCE TO SECURE THE ADOPTION OF THE PLAN FOR IMPROVING THE CAPE FEAR, RECOMMENDED BY CAPTAIN LUCAS, U. S. A., AS TRANSMITTED TO CONGRESS BY THE SECRETARY OF WAR.

Whereas, the maintenance of water transportation in competition with rail is of the greatest importance to all of the citizens of the entire Cape Fear section; and

Whereas, The Chamber of Commerce of the City of Fayetteville and the Chamber of Commerce, the Produce Exchange and the Merchants' Association of the City of Wilmington have secured a survey and a recommendation for an appropriation for the improvement of the Upper Cape Fear River; therefore,

Resolved by the Senate, the House of Representatives concurring:

First. That our Senators and Representatives in Congress be requested to exert their united influence to secure the passage of an

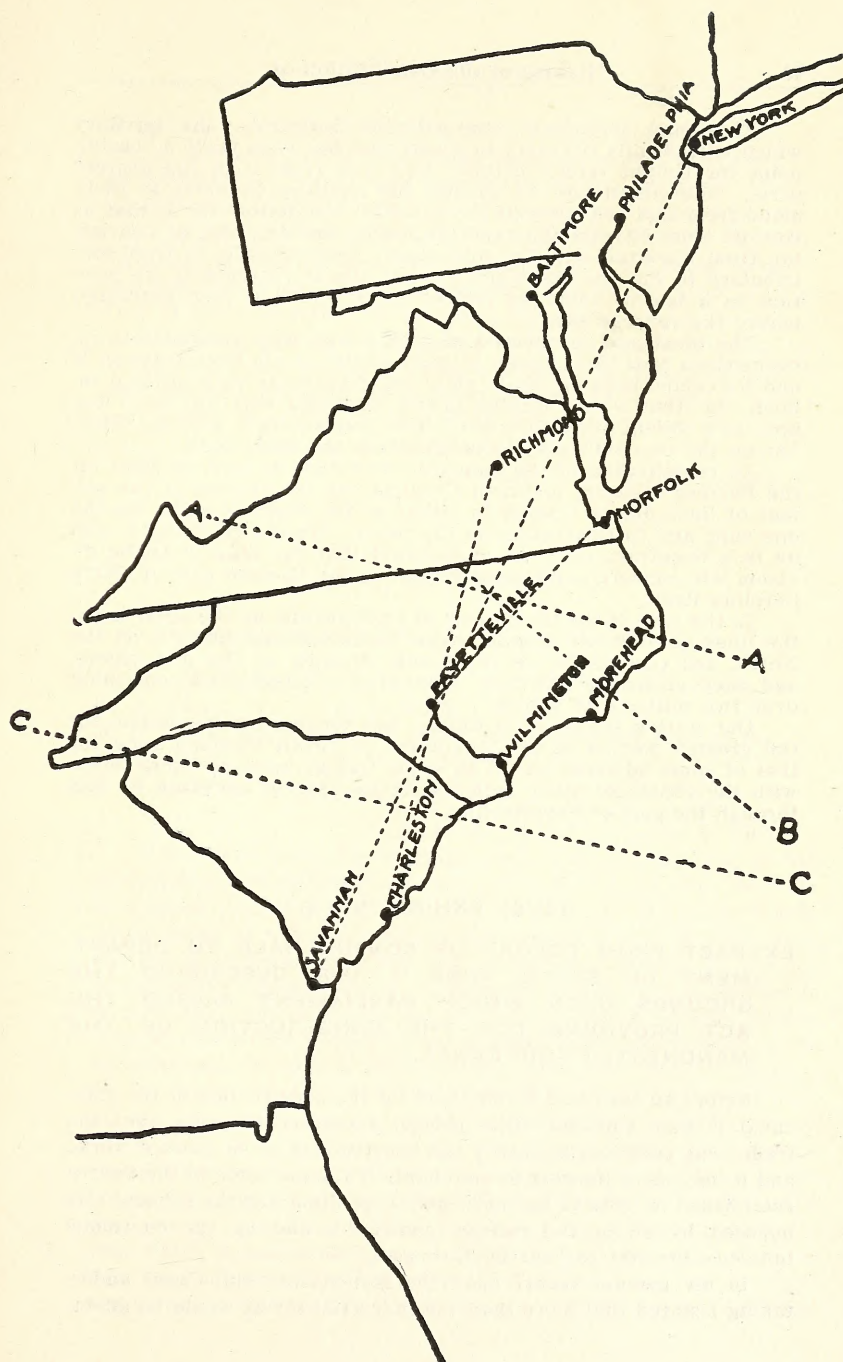
amendment to the River and Harbor Bill at this session authorizing the adoption of the plan for improving the Cape Fear River, recommended by E. Van C. Lucas, Corps Engineers, U. S. A., Wilmington, N. C., as transmitted to Congress by the Honorable Secretary of War.

Second. That a copy of this resolution be forwarded to each of our Senators and Representatives.

In the General Assembly read three times, and ratified this the 8th day of January, A. D. 1901.

[Captain Lucas's plan provided for slack-water navigation between Wilmington and Fayetteville so as to secure an 8 foot channel at low water. The bill for this purpose was adopted in the Conference Committee of the Senate and House, and an appropriation made for beginning the work. It was, however, lost along with the rest of the Rivers and Harbors bill, on March 4, 1901. In April, 1902, the scheme for canalization, as above, costing \$1,350,000 was adopted by Congress, and \$50,000 appropriated for buying sites for locks and dams. The reports of the Chief Engineer of the Army, General McKenzie, for 1904, 1905 and 1906, carried this scheme among his recommendations.]

(SUB) EXHIBIT NO. 2.



This map represents our Atlantic Seaboard. The territory which is traffically tributary to a port that has been made a "basing point for freight rates," extends half way from it to the nearest ports. The dotted line AA divides the territory tributary to Richmond from that tributary to Fayetteville; the dotted line B that of Norfolk from Fayetteville; and the dotted line CC, that of Charleston from Fayetteville. The intervening territory will be traffically tributary to Fayetteville when Fayetteville is restored to its position as a basing point for freight rates, which it had, naturally, before the railroad era.

The ideal port is situated in such a way with reference to its competitors that lines drawn at right angles to air lines between it and its competitors on either side, will diverge as they proceed inland. In other words, looking inland, the ideal port will be at the apex of a salient angle formed by lines connecting it with its neighbor on the one side and its neighbor on the other side.

An examination of the map will show that no port or point on the Eastern seacoast of North Carolina can be situated at the salient of lines drawn from it to either of the Virginia ports, on the one side, and to Charleston on the other. On the contrary, it will lie in a re-entrant angle so pronounced that the lines of traffic division will converge and quickly meet in the Eastern part of North Carolina itself.

In the case of the inland port of Fayetteville, on the other hand, the lines of traffic division between Richmond and Norfolk, on the North, and Charleston, on the South, diverge, as the map shows, and they enclose a territory East of the Alleghanies containing over two millions of people.

Our jutting sea-coast, therefore, has rendered it impossible for the greater portion of the population of North Carolina (and for that of some adjacent parts) to enjoy freight rates on equal terms with the people of other seaboard States, except approach be had through the port of Fayetteville.

(SUB) EXHIBIT NO. 3.

EXTRACT FROM REPORT OF CONSUL HALE TO DEPARTMENT OF STATE, JUNE 1, 1888, DESCRIBING THE GROUNDS UPON WHICH PARLIAMENT PASSED THE ACT PROVIDING FOR THE CONSTRUCTION OF THE MANCHESTER SHIP CANAL.

Before an act could be obtained for the construction of the ship-canal it was, amongst other things, necessary to prove that the traffic was sufficient to justify the construction of so great a work; and it may be of interest to merchants if I name some of the figures established in spite of the most able opposition, for the scheme was opposed by all of the railway companies and by the enormous influence brought to bear by Liverpool.

In my general report upon the Manchester Ship-Canal undertaking I stated that more than 150 industrial towns would be affect-

ed by that great enterprise. Exhibit No. 1 is a map upon which the area is indicated within which these industrial towns are comprised, the boundary of which area includes 7,500 square miles. This is equal to one-sixteenth of the entire area of the United Kingdom.

The population inhabiting this area is quite 7,500,000, representing about one-fifth of the total population of the United Kingdom. The principle upon which the boundary line of this area has been fixed is the illustration of the mean distance between the nearest ocean-steamer ports now existing and the ship-canal which is now in course of construction. A glance at this map will show that the most remote point from the canal in any part of the area is quite as near to the ship-canal as to any of the ports named on the map which are the existing ocean-steamer ports.

(Signed) E. J. HALE, Consul.

(SUB) EXHIBIT NO. 4.

IMPROVEMENT OF THE CAPE FEAR RIVER.

E. J. HALE, Chairman,	Citizens' Committee on	
W. L. HOLT,	F. R. ROSE,	
R. L. WILLIAMS,	W. M. MORGAN,	Improvement of the
W. S. COOK,	A. H. SLOCOMB,	
H. C. BASH,	J. A. KING,	Cape Fear.

Fayetteville, N. C., December 6, 1900.

Dear Sir:—Some fifteen months ago the business men of this section began to agitate the subject of improving the Cape Fear river between this city and Wilmington, so as to secure a uniform minimum depth of water throughout the year of 4, 6 or 8 feet. Such control of internal waterways by engineering devices is common in the highly civilized States of Western Europe, and it seemed to us that there was no reason why our great country, with its greater wealth, should lag behind those naturally less favored nations in its treatment of such an important matter.

In North Carolina the Cape Fear river would, of course, first attract the Government's attention, if it should share our views on the general subject, because of the commercial history of the river, and of Fayetteville as the head of navigation thereon, in the period before the railroad era disturbed natural conditions. Even since that era set in, and in the face of changed conditions of transportation which it established, the Government has felt called upon to take over control of the river between Wilmington and Fayetteville and to make Fayetteville a port of entry. Replacing the old Cape

Fear Navigation Company, which operated under the State's charter, it has sought, by a system of jetties, to arrest the effect of deforestation upon the river's water supply. The object of the movement which we are now bringing to your attention is to induce the Government to substitute for this crude and insufficient method the modern system of treatment of internal waterways which is employed in Europe and which is now being taken up in some portions of this country.

The proposition to this end at once engaged the attention of Captain Lucas, the enlightened engineer officer of the United States army stationed at Wilmington. At his suggestion, an appropriation for a preliminary survey of the river between Wilmington and Fayetteville was secured just before the adjournment of Congress in June last. The survey was completed in November, and the fact demonstrated that, by the construction of two or more locks, a uniform minimum depth of water 4, 6 or 8 feet, could be secured throughout the year, according to the appropriation which might be made by Congress.

The movement for this appropriation has been chiefly conducted by the Chamber of Commerce of Fayetteville, but it has been heartily taken up and approved by the Chamber of Commerce of Wilmington and by the Produce Exchange and the Merchants' Association of that city. It has also attracted widespread interest beyond the Cape Fear section, and, so far as we are informed, is approved throughout the State. The Raleigh News and Observer, for example, said: "The improvement of the Cape Fear becomes a matter of great importance in which the whole State will co-operate with Fayetteville." More recently, Justice Walter Clark, in a paper which he was requested by the Raleigh Chamber of Commerce to write on the subject of the commercial needs of that city, urged the importance of securing "the competition of water rates at our "nearest river port," Fayetteville.

On the 15th of November just past, Captain Lucas explained to a meeting of our citizens the necessity for demonstrating that the interests involved were sufficient to justify the Government's action, before he could recommend such an appropriation as would be required. The undersigned were appointed a committee for that purpose, and their report is appended. By this you will see that the "commercial case" is proved many times over, and that the pecuniary interest of nearly the whole population of North Carolina, as well as the convenience of most of them, is involved.

Attention is asked to the obvious fact that while the proposed improvement would result in a re-location of the points of freight dispersion entirely in the interests of North Carolina, the effect upon the railways within our borders would be to secure eventually

a large accession of business which the restoration of the natural trade route of the State would create, and that this would many times repay them for the comparatively small business which they would lose. [See, also, note herewith enclosed.]

Our object in addressing this communication to you is to ask your earnest co-operation with us in bringing every available influence to bear on Congress in behalf of this great work.

We request a reply, with such suggestions as may occur to you—and have the honor to be, dear sir, Yours respectfully,

E. J. HALE,	W. L. HOLT,	F. R. ROSE,
R. L. WILLIAMS,	W. M. MORGAN,	W. S. COOK,
A. H. SLOCOMB,	H. C. BASH,	J. A. KING,

REPORT OF THE COMMITTEE.

Fayetteville, N. C., November 21, 1900.

Capt. E. W. Van C. Lucas,

Corps of Engineers, U. S. A.,
Wilmington, N. C.

Sir:—The undersigned, the committee appointed at the Citizens' Meeting, held on the occasion of your visit on Thursday last, have taken up the subjects of inquiry suggested by you, and have pleasure in reporting as follows:

The Present River Traffic.

The tonnage of the traffic by the steam boats between this city and Wilmington, as reported to the United States Engineer's office at Wilmington for the year ending December 31, 1899, was in round numbers, 115,000. We are informed that its value would average ten dollars per ton, which would give a total value of \$1,150,000.

Existing Local Railway Traffic Which Would Seek the River if Improved.

In reply to printed forms issued to our merchants, traders and manufacturers, made out, where necessary, under our supervision, we find that there have been received at and shipped from Fayetteville by rail during the past twelve months, 112,295 tons of merchandise of all kinds, valued at \$5,812,614. It is estimated that at least three-fourths of this would at once be diverted to the River for transportation, if the proposed improvements were made, and the speedy and regular dispatch of freight which it would make possible were established.

Traffic From a Distance Which Would Be Diverted to the River if Fayetteville Were Made a "Basing Point."

We are informed that as soon as the proposed improvement in

navigation and the dispatch of freights is effected, Fayetteville would be made what the Traffic Managers call a **Basing Point for Freight Rates**. The effect of this, we are informed, will be to cause all railways which run within the territory thus tributary to Fayetteville to base rates from Fayetteville. By the term "the territory thus tributary to Fayetteville," we mean all the country which is nearer to Fayetteville than to any other Basing Point, the Railway Commission laws requiring the rates therein to be proportionately less than to such other Basing Points.

We enclose a map [see page 9] which will show the territory thus delimited as tributary to Fayetteville. The Basing Points nearest to Fayetteville are Richmond and Norfolk, Virginia, on the North, and Charleston South Carolina, on the South. We have drawn lines at right angles across air lines between Fayetteville and the three cities named, respectively, and at points midway between Fayetteville and them. Line A is the dividing line between Richmond and Fayetteville; Line B, the dividing line between Norfolk and Fayetteville; and Line C, that between Charleston and Fayetteville. It will be seen that, while the northeast section of North Carolina falls within the territory allotted to Richmond and Norfolk, a considerable portion of southwest Virginia and a considerable portion of northeast South Carolina, each larger than the first mentioned, falls within the territory of Fayetteville. As the improvements referred to would also cause Wilmington to be made a Basing Point, the map would be changed thereby to a comparatively small extent, the effect of the change being to add more to the joint territory of Wilmington and Fayetteville.

We also enclose a copy of a United States Government report on the Manchester Ship Canal [see Preface] in which is described the manner employed in Great Britain for "proving a commercial reason for the granting of a charter by Parliament for such an undertaking. We shall, in this case, employ the same method, in a general way, because such matters in the older countries have necessarily reached a more exact standard. An important consideration in our favor in relying upon such a method is the fact that the Railway Commission laws in this country now require connecting lines to transport freight delivered to them, whether a tariff of through rates has been established or not, and as before mentioned, at rates proportioned to the "length of haul."

Without entering upon a consideration of how far westward beyond the borders of North Carolina the traffic influence of the proposed improvement would extend, we ask attention to the significant coincidence that the territory now delimited on our map is almost the same as that which was tributary to Fayetteville in the last of the 18th century, and in the first part of the present century

up to the railroad era. The fact that Canova's statue of Washington was brought from Italy to Wilmington, was thence landed at Fayetteville, and finally hauled overland to Raleigh in the latter period, is merely an illustration of the general conditions of transportation at that time. The proposed improvement, therefore, would not establish a novel condition, but would restore the normal relation of the Cape Fear to a vast territory, which the over-working of the railroad idea and the effect of deforestation upon the water courses, have disturbed. Or, we may state the case this way: that it would be the re-establishment of normal conditions, by a development of the problem of transportation, which conditions had been disturbed by a cruder stage of the movement.

Within the limitations of our map, as thus restricted, it will be seen that there is a population equal to that of the State of North Carolina, (some 1,900,000). The population which, by a liberal estimate, might be considered as involved, in one way or another, in the production of the existing river traffic and the existing railway traffic divertible to the river, in and out of Fayetteville, may be said to include that of Cumberland county, in which Fayetteville lies (30,000), and one-fourth of that of the contiguous counties of Sampson (7,000), Bladen (5,000), Robeson (9,000), Moore (6,000), and Harnett (4,000)—a total of 61,000. The territory, then on the map, this side of the Blue Ridge, contains a population thirty times as great as the population at present tributary to Fayetteville.

We therefore have this proposition:

	Tons	Value
Existing River traffic.....	115,000	\$1,150,000
Three-fourths (the divertible portion) of existing railway traffic in and out of Fayetteville—3-4x		
112,295 tons and 3-4x\$5,812,614.....	84,221	4,359,460
In round numbers.....	200,000	\$5,500,000
30 times these figures would give the tonnage and value of traffic which, other things being equal, would find a cheaper route to and from the great markets by way of the Cape Fear River if improved as suggested, that is, 30x		
200,000 tons and 30x\$5,500,000.....	6,000,000	\$165,000,000

In this connection, it is worth noting that Mr. Walter L. Holt, one of the chief owners of cotton mills in this county and in Alamance county, a hundred miles distant, finds that he gets his oils, dyes and machinery and ships his finished products, by river from his Fayetteville (Cumberland) mills, for an average of but half the freight rate which he is obliged to pay, by rail, to and from his Alamance Mills.

The Railway Commission's Figures.

We further enclose a letter from the North Carolina Corporation (Railway) Commission (see envelope marked Exhibit C), from which it will be seen that the actual freight traffic movement for the past year over the roads converging at Fayetteville and within the territory indicated on our map, amounted to 1,497,979 tons—or, one-fourth of the tonnage \$6,000,000) which we have estimated by the per capita method of the whole territory east of the mountains. It will be observed, also, that the Commission's letter expresses the hope that "the Government will see the importance of this station (Fayetteville), which, by reason of its situation, should again become the distributing point for the central and western North Carolina territory."

Attention may also be called to the fact that Fayetteville, at the head of navigation one hundred miles inland, is the only point on the Atlantic Coast Line between Richmond and Charleston (the present Basing Points) which is situated on navigable water.

How far the inertia of settled routes of trade may act in restraint of the possibilities indicated above, is, of course, a matter of conjecture.

The Commercial Case.

We assume that while the Government undertakes works of the kind now proposed for the public benefit and without expectation of a direct return for the outlay, it is nevertheless influenced by the same considerations which influence private capitalists. That is to say, if the cost of the proposed improvement should be one million dollars, it would be a sound commercial undertaking, commending itself to the Government from this point of view, if the additional traffic secured by reason of the outlay, or the resultant economies of transportation on existing traffic, should yield 5 per cent. on that amount. Five per cent. on one million dollars is fifty thousand dollars. It is apparent that the economies of transportation which such an improvement would render possible—twelve months' running of the boats instead of nine months; the cheaper proportionate handling of larger loads, etc., etc.,—would leave a margin for tolls for use of the improved water-way, if the work were done by a private corporation, far in excess of the reasonable rate of 5 per cent. on a million dollars. An average of 25 cents a ton on the class of freight (115,000 tons) now carried by the river, and of 50 cents a ton on the class of freight (84,221 tons) now carried by the railways in and out of Fayetteville but divertible to the river, would produce a revenue of \$70,860, or over 7 per cent. on the existing Fayetteville traffic alone. A toll of 10 cents a ton would more than pay for the

whole investment of one million dollars in two years, if all the traffic of the tributary country were diverted this way. Such speculations as to what might be done if the river were the property of private capitalists instead of that of the Government, are useful as indicating how very far within the margin of commercial safety the Government would be acting if it should make such an expenditure.

We desire in conclusion, to heartily reiterate for ourselves the expression of thanks which the meeting that appointed us unanimously voted to you, sir, for the interest which you have taken in this great work.

We remain, with high esteem,

Yours obediently,

THE COMMITTEE AS ABOVE.

NOTE TO (SUB) EXHIBIT NO. 4.

If it be asked why Government aid for such a large scheme of improvement should be sought for this particular river, a glance at a map of the Atlantic Seaboard States will answer the question. It will be seen that the coast of North Carolina juts out far beyond the general coast line; that Fayetteville, at the head of navigation on the Cape Fear river, and 100 miles inland, lies on an air line between the seaports of New York and Savannah; that it is 50 miles further west (that is, further inland,) than an air line between Norfolk and Charleston, the nearest existing "Basing Point for freight rates"; that the Cape Fear is the only river in North Carolina, with its 300 miles of seacoast, which flows directly into the sea; that it reaches the sea at a point where the abnormal coast line has receded almost to the general line; and that these geographical peculiarities result in placing the head of navigation of this river nearer to a large, populous and highly developed territory than that of any other river South of the James. In harmony with this fact, and before natural conditions were disturbed by the North-and-South-going railways and by deforestation at the headwaters of the river, Fayetteville was the shipping and receiving port for the immense territory comprised in Central and Western North Carolina and for parts of Virginia and South Carolina; its banking capital in 1827, when the population of this tributary territory was but half a million, was a million and fifty thousand dollars, whereas its present banking capital is but two hundred thousand dollars, with the population increased to two millions; it was in that former period the seat of the only branch of the Bank of the United States in the State, and of an Arsenal, the largest, with one exception, in the Union; and it

has since been distinguished from other river towns by being made a port of entry. Finally, by this last named act, the government in effect converted the river from Wilmington to Fayetteville into the harbor of Fayetteville, and placed itself under obligation to treat the port of Fayetteville on a plane with other ports having two millions of people dependent on them for economy in transportation.

**COPY OF LETTER ADDRESSED TO THE SENATORS AND
MEMBERS OF THE HOUSE OF REPRESENTATIVES
FROM NORTH CAROLINA.**

**CITIZENS' COMMITTEE ON IMPROVEMENT OF THE CAPE
FEAR.**

Fayetteville, N. C., February 17, 1902

Hon.....

Washington, D. C.

Dear Sir:

A newspaper correspondent has stated that, at the recent hearing of the North Carolina delegation before the Rivers' and Harbors' Committee, the suggestion was made that the granting of the appropriation asked for for the improvement of the Cape Fear River between Wilmington and Fayetteville would render it necessary to grant "at least one hundred and seventy-five millions of dollars elsewhere". We would ask your attention to the fact that the reported suggestion is without weight, for the following reason:

1. The improvement of the sundry rivers scattered over the United States, which might require the expenditure of \$175,000,000, if improved in the manner proposed for the Cape Fear, would establish novel conditions—that is, it would create trade routes that never existed in the past; whereas, the proposed improvement of the Cape Fear would merely restore natural conditions—that is, re-establish trade routes disturbed by an incomplete development of the problem of transportation.

2. Fayetteville is the only port in the United States lying nearer to 2,000,000 of people than any other port, which is not a "basing point for freight rates", the condition precedent of economical transportation service. Yet it is the only port so situated which has received nothing from the government calculated to render it capable of becoming such a basing point.

3. Fayetteville is precisely on all fours with Richmond, Virginia. Both are up-river ports, Richmond being just below the first falls of the James and Fayetteville just below the first falls of the

Cape Fear, and both having a large back country dependent upon them for economy of transportation. There are no other ports on the seaboard similarly circumstanced; yet the government has granted millions since the war (and properly, too,) to Richmond in order to improve the James in such a way as to preserve Richmond's relative position as a port, and not a cent to preserve Fayetteville's.

4. The appropriation asked for for the Cape Fear is distinguished from all others in the Union in the respect that it is asked for by the State—a State that contains one-fortieth of the population of all the States and about one-twentieth of the population of all the Seaboard States; whereas, its total asking (\$515,000) amounts to less than the hundredth part of the sixty millions proposed for the total Rivers and Harbors bill.

5. Lastly, the appropriation for the improvement of the Cape Fear was included in the bill which was passed by the House a year ago, and which, nevertheless, included appropriations for none of the rivers upon which the alleged one hundred and seventy-five millions would have to be spent.

Trusting that you will find it convenient to bring the foregoing points to the attention of the proper parties, if need be, we remain, dear sir,

Yours obediently,

[Signed] E. J. HALE, Chairman,

RESOLUTION OF THE GENERAL ASSEMBLY OF NORTH CAROLINA, PASSED FEBRUARY 6, 1905, REQUESTING THE SENATORS AND REPRESENTATIVES IN CONGRESS FROM NORTH CAROLINA TO USE THEIR UNITED INFLUENCE TO SECURE PROPER APPROPRIATION FOR CARRYING OUT THE SCHEME TO IMPROVE THE CAPE FEAR RIVER, AS RECOMMENDED BY GENERAL MCKENZIE, CHIEF ENGINEER OF THE ARMY.

Whereas, the maintenance of water transportation in competition with rail is of the greatest importance to the entire Cape Fear section; and whereas, the citizens and commercial associations of Fayetteville and Wilmington secured a survey and recommendation by Capt. E. Van C. Lucas, Corps of Engineers, U. S. A., for the improvement of the Upper Cape Fear River; and, whereas, the scheme as recommended for the canalization of said river, contemplating an expenditure of \$1,350,000, was adopted by Congress in April, 1902, and an appropriation of \$50,000 made for purchasing sites for locks and dams; and, whereas, General McKenzie, Chief Engineer of the army, has recommended in his report, both last

year and this, that this great scheme be carried out as adopted; therefore:

Resolved by the Senate, the House of Representatives concurring:

First. That our Senators and Representatives in Congress be requested to use their united influence to secure the passage of an amendment to the River and Harbor Bill at this session, making a liberal appropriation for this great scheme for improving the upper Cape Fear River.

Second. That a copy of this resolution be sent to each of our Senators and Representatives in Congress.

EXHIBIT B.

IMPROVEMENT OF THE UPPER CAPE FEAR

Hearing By Committee of the Board of Engineers.

(From Fayetteville Observer, February 21, 1907.)
IMPROVEMENT OF THE CAPE FEAR.

Presentation of the Case, January 24, 1907.

Lt. Col. R. L. Hoxie, Major Chester Harding, Capt. W. J. Barden, and
Assistant Engineer A. H. Weber,
Committee of the Board of Engineers on Rivers and Harbors
Sitting in Fayetteville, N. C.

Sirs:

In response to the invitation of Major Joseph E. Kuhn, Corps of Engineers, I present to you a printed pamphlet, published by order of the Chamber of Commerce of this city, covering the commercial part of the project for the canalization of the Cape Fear River, and demonstrating, we think, that such a work, if constructed as a commercial undertaking, would pay interest on many times the cost (\$1,350,000) estimated by the Engineers in charge. This is enclosed in an envelope marked **Envelope A.**

I also present a letter from the Governor of North Carolina addressed to you in my care, setting forth the commercial necessity of this project, and a copy of a letter from him addressed to me at Washington, which, by his request, I presented to the recent National Rivers and Harbors Congress. These two letters are enclosed in an envelope marked **Envelope B.**

And I present a letter addressed to me from Mr. J. B. Underwood, one of our leading business men, showing the influence of the location of Fayetteville upon freight rates at and to the interior and suggesting the immense saving which would be effected, to the people of interior North Carolina and some adjacent parts, if navigation of the Cape Fear River to this point were made continuous throughout the year, instead, as now, of lasting but nine months out of the year. This letter is enclosed in an envelope marked **Envelope C.**

Very respectfully,

E. J. HALE,

Chairman Citizens' Committee on Improvement of the Cape Fear.

(ENCLOSED) ENVELOPE A.

The printed pamphlet referred to in the presentation, is "Exhibit A" herewith.

(ENCLOSED) ENVELOPE B.

Letters of the Governor of North Carolina.

STATE OF NORTH CAROLINA, EXECUTIVE DEPARTMENT,

Raleigh, December, 4. 1906.

Major E. J. Hale, Arlington Hotel, Washington, D. C.

Dear Sir: It is with deep regret that I find that I cannot attend the National Rivers and Harbors Congress which meets in Washington on the 5th and 6th inst., but being unable to do so on account of official duties, I write you this letter, which, if you see fit you can read to the Congress, showing to them how deeply interested the people of North Carolina are in this movement.

Our people most heartily approve the object of the Rivers and Harbors Congress, which they understand is for the awakening of the public mind to the imperative necessity of supplementing the overworked capacity of railroads by improving our waterways, and our people do highly appreciate the great work in this behalf already accomplished by the Congress. Improved waterways would lift from the railroads the burden of the heavy, slow-moving and less profitable class of freight, and would stimulate production and also greatly increase the profits of production.

The annual appropriation for the Army and Navy amounts to nearly three hundred million dollars, and the appropriation for commerce amounts to only nineteen million dollars annually, and yet one is to provide means of destruction, while the other is to add to the peace and prosperity of our country. The former may be necessary to ward off danger, but the last named appropriation is essential for the encouragement of commerce, the cheapening of transportation and for increasing the profits of production. I therefore most heartily join in the movement for an increase of the appropriation for Rivers and Harbors, and think that fifty million dollars a year for this great purpose would be a small amount in comparison with the benefits that would accrue therefrom. Ordinarily I am opposed to bond issues, but if a bond issue is necessary to bring about the completion of this great work speedily, then I am sure our people would favor that course, rather than wait for an improvement that must come slowly from the small

appropriations heretofore made.

Locally, the people of North Carolina are much interested in this work—notably in regard to the canalization of the Cape Fear River—a great State work which has been repeatedly endorsed by the General Assembly of our State, and which has also been approved by the government. Also they are interested in the improvement of the harbors at Wilmington and Beaufort and other points, as well as in the Inland Waterway, a great inter-State project, which would be of immense value in protecting the shipping on the coast off Hatteras.

In conclusion, let me say that I believe the whole country would be benefitted by a large appropriation for this great work, and I therefore urge your Congress to continue the general course outlined by you at former meetings and do everything in your power to get such appropriations as are reasonable and sufficient for this great work.

You may say to the Congress that later, if by appearing before any committee of the Congress of the United States, I can in any way aid them in what they are undertaking, it will give me great pleasure to do so both individually and as Governor of the State.

Wishing for the Congress a successful and profitable meeting that may bear fruit, I am,

R. B. GLENN, Governor.

STATE OF NORTH CAROLINA, EXECUTIVE DEPARTMENT,

Raleigh, January 14, 1907.

To the Board of Engineers for Rivers and Harbors, care of Major

E. J. Hale, Fayetteville, N. C.

Gentlemen:

The people of North Carolina look upon the restoration of the Cape Fear River to its former relation to the State, which deforestation and an abnormal development of the railway idea have changed, as a commercial necessity. Formerly, nearly all of middle and western North Carolina, and even a part of Virginia, received their supplies and shipped their products through Fayetteville, and I therefore urge you to carefully consider this matter, and if, in your judgment feasible and profitable, do everything in your power looking to the improvement of the Cape Fear River. As Governor of North Carolina, having gone all over the State, I can truly say that, in my judgment, there is nothing that could happen to our people at the present time that would be of more permanent benefit to a larger section of the State than this improvement of one of our largest rivers, and therefore I earnestly recommend this project to your committee, and hope that it may so impress itself upon you

that you will do this needed work for the benefit of the entire people of the State.

Yours very truly,
R. B. GLENN, Governor.

(ENCLOSED) ENVELOPE C.

UNDERWOOD & CO.,
Importers', Manufacturers' and Millers' Agents.

Fayetteville, N. C., January 22, 1907.

Hon. E. J. Hale, City.

My Dear Sir: Replying to your kind letter, we beg to submit to you the following rates that apply by rail from Baltimore to Greensboro, Winston and Raleigh; the rates on the same class of goods via water to Wilmington and thence via rail to the same points, and then, in contrast, the rates from Baltimore via Wilmington up the Cape Fear River, and then via rail to the same points. These show, if the navigation of the Cape Fear River was so that the boats could run anything like continuously how much money the interior part of North Carolina could be saved by shipping the goods this way. But the river is so uncertain that the trade has been demoralized in shipping the goods by river, owing to the extreme low water in it. This, of course, is very unsatisfactory to the interior merchants in ordering goods by water, and a vast amount of shipping via the river is held back until there is better water to be had. We have discussed this matter before with the jobbing trade in the interior of the State, and especially with the Greensboro and Winston merchants.

Below we give you a sample of the line of goods that we have shipped the past fall:

Car load lots of canned goods from Baltimore, via Norfolk or Richmond on to Raleigh, is 44 cents per 100.

Car load lots from Baltimore to Wilmington via rail to Fayetteville, and on to Raleigh is 44 cents per 100.

Car load lots from Baltimore via Wilmington up the Cape Fear River, care Raleigh and Southport R. R. to Fayetteville to Raleigh, is 35 cents per 100.

You see very quickly by the above rates that this does not only apply to Raleigh, but applies also to territories adjacent to this point in a radius of about 200 miles.

We have not time at present to look up these local rates out of this city by rail to points like Greensboro, Winston, North Wilkesboro and other western North Carolina points.

We would be pleased to go over this matter with you in detail more fully, but at present we are not in a position to do so.

We are very much interested in the matter ourselves and it not only affects the welfare of the people at large, but it would be beneficial to the entire jobbing trade of North Carolina. Such points as Jonesboro, Sanford, Dunn, Smithfield, Hope Mills and Raeford, are now shipping their goods through Fayetteville, although the time is very much longer on account of the delay of the water now in the Cape Fear River. It looks to us like the deepening of the Cape Fear River would revolutionize the freight rate in all central and western North Carolina.

You will notice that the Cape Fear River is navigable for about 120 miles in the interior of the State from Wilmington. This, you might say, is about the same distance nearer to the western part of the State than any other water point, and the opening of the river to continuous navigation would lower the freight rates on in and out going shipments.

At the present time we are in a position to receive salt, sugar, molasses, rice and coffee at a very low rate from New Orleans, and New York, thereby saving the masses of the people a good deal of money. The reason why this class of goods seeks the Cape Fear River, even now, is because certainty and rapidity is not a factor so essential as to affect the lower water rates, as indicated above.

Hoping that you will succeed in your undertaking in this matter, and again assuring you that anything in our power we can do to assist you, we are at your command.

(Signed)

Yours very truly,
UNDERWOOD & CO.

LETTERS TO THE BOARD OF ENGINEERS AFTER THE HEARING.

CITIZENS' COMMITTEE ON IMPROVEMENT OF THE CAPE FEAR.

Fayetteville, N. C., January 30, 1907.

Lt. Col. R. L. Hoxie, Major Chester Harding, Captain W. J. Barden,
Assistant Engineer A. H. Weber.

Committee of the Board of Engineers for Rivers and Harbors, which sat in Fayetteville, on January 24, 1907.

Sirs: In compliance with my promise to secure and send to you, within a week's time from date of the hearing had by you here, information covering details of statements made in the case as presented to you, and, as far as practicable, to bring the statistics there-in up to date, I desire to report as below. I may say, however, in explanation of our offering the statistics of 1900, that we considered the commercial case proved many times over by them, and relied,

also, upon the fact that the Government had twice (1901 and 1902) considered them sufficient. We are much gratified by the opportunity which you now afford us of offering the remarkable increases appearing below as in the nature of proof a fortiori.

Statistics of Industries, Traffic, Banks, Etc.

On page 6 of the pamphlet presented to you, paragraph 4, reference was made to the numerous industries established here shortly before that time (1900). Secretary Rose, of our Chamber of Commerce, read to you the list of them, and, in a letter mailed to you on yesterday, he has brought the list up to date. He has added numerous other statistics in his possession—of new industries, railway traffic, banks, etc.—all of them showing remarkable increases. I will thank you if you will mark Mr. Rose's letter **Exhibit 1**.

Improvement of the Cape Fear in the Last of the 18th and the First Half of the 19th Century.

On page 6 of the pamphlet, paragraph 2, reference was made to the wagon-borne traffic that found its port at Fayetteville in the last of the 18th century and the first half of the 19th. Col. C. W. Broadfoot's remarks at the hearing covered this point in detail. These he has written out, and, at my request, mailed to you yesterday. Please mark his letter **Exhibit 2**.

Tonnage and Value of Traffic in and Out of Fayetteville.

On page 6 of the pamphlet, paragraph 7, and page 11, paragraph 8, the tonnage of traffic on the river is stated at 115,000, and the value, \$1,150,000, or \$10 per ton. This estimate of value was made by the committee of our business men whose names are signed to the report (of November 21, 1900). We are informed by the engineer in charge at Wilmington that the tonnage has increased to 150,000. It is probable that the average value per ton is considerably increased, as much of the increase in tonnage is for the supplies and output of the cotton mills.

On page 11 of the pamphlet, last paragraph, the manner in which our figures for the railway tonnage (112,295) and value (\$5,812,614) were obtained, is described. Such statistics were not to be had from the railways at that time. The railway officials now give us these figures:

Atlantic Coast Line.	Tons	246.650
For which they received in freights	\$	900,000
If of the same value as reported by our merchants		
and mills in 1900, viz: an average of \$52 per ton,		
that would be a total of		\$12,825,800

Raleigh & Southport, Recently Opened.

Receipts at the rate of.....\$	60,000
Upon same basis as that of A. C. Line that would give tons... ..	16,200
Ditto, value.	\$ 842,400

Traffic in the Territory Covered by the Atlantic Coast Line Within North Carolina, Fayetteville Being the Centre of the System in This State.

On page 13 of the pamphlet, paragraph 2, a letter from the North Carolina Corporation Commission is referred to as put in as an exhibit. I did not retain a copy, but will procure one from the Commission, if desired. The original will no doubt be found in the printed records of the War Department. I enclose herewith (marked **Exhibit 3**) a letter from the Commission just received, which gives the same statistics up to date. Your attention is asked to the fact that the commission says in this letter, that Fayetteville "will be the distributing point for a great majority of this freight" (2,917,301 tons) "if the Cape Fear River should be made navigable to Fayetteville." That is to say, of course, that it will come by the river for distribution hence, or be gathered by rail here for outgoing shipments by the river. If we consider "a great majority" of 2,917,301 tons to be 2,000,000 tons, that alone would be 1,600,000 more tons than the present river and rail traffic combined (412,850) or four times as much.

The letter of Messrs. Underwood & Co. (herewith marked **Exhibit 4**), will indicate what an enormous saving to shippers and consumers will be effected by such a re-location of freight shipments in this neighborhood, and the letter of Mr. M. W. Thompson, of Greensboro, (herewith marked **Exhibit 5**) will indicate the same with respect to the vast traffic controlled by the Southern Railway in central and western North Carolina. The letters of Messrs. Underwood and Thompson can be duplicated indefinitely.

Discriminations in Favor of Virginia and Other Basing Points in Traffic Which Would at Once Seek the Port of Fayetteville if the Proposed Improvement of the Cape Fear Were Made.

On page 12 of the pamphlet, reference is made to the rulings of the Inter-state Commerce Commission as affecting our proposition. It appears that such rulings, if they exist, are not enforced. As the violation of the law of equal rates per ton per mile operates, as shown by Mr. Thompson's letter (**Exhibit 5**), against the persons inhabiting this State, the movement to seek Fayetteville as the port of central and western North Carolina would be accelerated by

such discriminations. As shown by the note appended to the map (page 9 of the pamphlet and elsewhere therein), the reason why those parts of North Carolina are forced to ship through Virginia ports is because our jutting seacoast results in placing such ports much nearer to them than any port on the seacoast of North Carolina.

The divertible portion of the existing railway traffic, referred to on page 11 of the pamphlet, last paragraph, is an estimate by our business men based on the nature of the freight. I think Messrs. Underwood's and Thompson's letters clearly indicate that nearly all would be transferred to the river.

The increase of traffic in and out of Fayetteville since 1900 appears as follows:

	1900.	1906
Tons by river	115,000	150,000
Tons by rail	112,295	262,850
	<u>227,295</u>	<u>412,850</u>

This result is largely attributable to the effect of the mere endorsement of this scheme by the Government in 1901 and 1902.

If I have not covered all the points desired. I will be greatly obliged if you will telegraph me to that effect, indicating what is needed.

I remain, sirs, with great respect,

Yours, obediently,

E. J. HALE,

Chairman Citizen's Committee on Improvement of the Cape Fear.

Dear Sirs: I desire to say that our people greatly appreciate the courtesy and patience exhibited by you and your associates while here. That is expressed in the enclosed account of your visit which appeared in the local columns of our town paper.

Yours very truly,

E. J. HALE,

(ADDENDUM TO THE FOREGOING.)

CITIZENS COMMITTEE ON IMPROVEMENT OF THE CAPE FEAR.

Fayetteville, N. C., February 6, 1907.

Lt. Col. Hoxie, and Associates of the Board of Engineers, Colorado Building, Washington.

Sirs:—Please add to the table of increase of traffic in my letter

of January 30th:

	1900.	1906.
Value by river.. . . .	\$1,150,000	\$ 1,500,000
Value by rail.. . . .	5,812,614	13,668,200
	<hr/> \$6,962,614	<hr/> \$15,168,200

That shows an increase in the six years, of nearly 120 per cent. upon the value basis of 1900, viz: \$10 per ton for the river traffic and \$52 pepr ton for the rail. The valuation of \$10 by river was, as already stated, an estimate made by our business men; while that of \$52 by rail was the actual average of the sums of the values turned in to this committee, as described on page 11 of the pamphlet, last paragraph. We have not had time to make a similar canvass of our merchants, etc., this year. The values would probably be considerably higher now, in harmony with the advance in price of all commodities.

As will be seen, the river tonnage increased during the six years 30 per cent.; while the rail tonnage is increased 81 per cent. The difference seems to accentuate the necessity for better service by the river.

A special dispatch from Washington to the Raleigh News and Observer, dated January 30, says:

"The argument offered in opposition to the Upper Cape Fear project is that the government has not for several years undertaken the canalization of rivers."

Such an argument would, I think, be entirely misapplied. If I am not misinformed, the canalization of rivers heretofore undertaken by our government has been confined to the portion above the natural head of navigation, that is, above the first falls or rapids. The proposed canalization of the Cape Fear, on the contrary, like that of the Weser above Bremen, is merely the substitution of slack-water canalization for the jetty or dyke system which deforestation had rendered insufficient for the maintenance or restoration of the normal condition. In the case of the canalization of our interior rivers—that is the portion above the first falls or obstruction—navigation has been opened where it did not exist before. An attempt to establish such navigation was made by the State of North Carolina upon Deep River, an affluent of the Cape Fear, and the portion of the Cape Fear above the first falls near Fayetteville and nearly one million dollars was expended upon the effort. Such attempts, like the construction of canals or the canalizing of the interior rivers formerly favored by the general government are properly the objects of local or State enterprise. The circumstance that the government has abandoned the policy of spending

money upon undertakings of that kind, as stated by the Washington correspondent above quoted, is merely evidence of its recognition of the impossibility of equitably distributing such favors over the whole country.

On page 13 of the pamphlet, paragraph 5, it is said of calculations based on estimated prospective traffic: "Such speculations as to what might be done if the river were the property of private capitalists instead of that of the government are useful as indicating how very far within the margin of commercial safety the government would be acting if it should make such an expenditure."

I observe that the law which created your honorable body, and to which you called our attention at the hearing, provides that you may consider, in addition to existing commerce and the other factors mentioned, commerce that is "reasonably prospective." That admits the element of judgment. Our North Carolina Corporation (Railway) Commission is not only the official body in this State which is charged with the duty of informing themselves upon all questions of traffic movements in it, but they are able and conscientious men of long experience in that particular. They constitute, there the best authority which it would be possible for us to offer to you on the subject in hand.

I would ask your attention to the fact that their declaration (already quoted by me, in part, from their letter of January 28, enclosed with my letter of January 30 and marked Exhibit 3) is without qualification and is as follows: "If the Cape Fear River should be made navigable to Fayetteville, this city will be the distributing point for the great majority of this freight." (3,368,441 tons.) Estimating this "great majority" at 2,000,000 tons, as in my former letter, and applying to the lowest of the savings in freight charges given in Messrs. Underwood & Co.'s letter, (Exhibit 4, *ibidem*), to-wit: 9 cents per 100, or \$1.80 per ton, we have:

Existing traffic on the Atlantic Coast Line,	
which, according to the North Carolina Corporation (Railway) Commission, would be diverted to the Cape Fear River if improved as proposed—tons per annum...	2,000,000
Saving per ton..	\$1.80
Saving per annum.....	\$3,600,000

That is to say, the saving to the people on the portion of existing Atlantic Coast Line traffic which, according to the highest authority extant would be diverted to the Cape Fear River upon completion of the proposed improvement, would be nearly three times as much in one year as the whole cost (\$1,350,000) of the improvement. What would be the divertible portion of the Southern Rail-

way traffic (3,846,298 tons within North Carolina), and of the Seaboard Air Line traffic (1,690,497 tons within North Carolina) cannot be estimated with equal authority, as I have not asked for the Commission's opinion upon that. The total tonnage within the State transported by the three systems is (using the figures above) 8,905,236, and, if we apply the same measure to the whole which the Commission applied to the Atlantic Coast Line's part, we should have nearly 6,000,000 tons that would be diverted to the river. It is worth recalling that 6,000,000 was the traffic tonnage of the territory delimited as traffically tributary to Fayetteville, which we estimated by the per capita method employed in the pamphlet, page 7, paragraph 1.

While the Government has bound itself, by its act of buying control of the Cape Fear River in 1882 and making Fayetteville a port of entry, to take adequate care of the river's navigation, and while the figures given above demonstrate that the Government would be justified many times over in expending the comparatively small sum of \$1,350,000 in doing so, I have no doubt that capitalists would eagerly re-purchase the control of the river, if the Government would sell it, and construct the proposed works and maintain them for the profit that would result. A toll of 1 cent per 100 lbs. deducted from the 9 cents saving per 100 lbs. as shown by Messrs. Underwood & Co.'s letter (Exhibit 4, enclosed with my letter of January 30,) upon the divertible Atlantic Coast Line tonnage alone would produce \$400,000, or 5 per cent. on \$8,000,000.

[The figures above given for the Southern Railway and for the Seaboard Air Line are taken from the 1903 report of the Corporation Commission. I have not the later ones at hand. On the basis of increase of the Atlantic Coast Line traffic, the figures should be some 33 per cent. greater.]

Again asking you to bear in mind that the improvement asked for rests on the same footing with harbor improvements, and that it is completely different from the other river and canalization schemes presented to the Government—in the respects (1) that it applies only to the naturally navigable portion of the river; and (2) that, in consequence of the peculiar configuration of the North Carolina seaboard, two millions of our population will continue to be deprived of the enjoyment of freight rates on equal terms with the population of adjacent States until the Cape Fear River is made navigable to Fayetteville throughout the year—I remain, sirs,

Yours respectfully,

E. J. HALE,

Chairman Citizen's Committee on Improvement of the Cape Fear.

(SUB) EXHIBIT 1

This is the letter of Secretary Rose, of the Chamber of Commerce, which was printed in *The Observer* of February 5, 1907. It is shown therein that the postoffice receipts for 1906 were \$17,000 as compared with \$8,000 in 1900; bank deposits \$1,200,000 in 1906, \$250,000 in 1900; bank clearings, \$24,000,000 in 1906, \$4,500,000 in 1900 and the railroad freight receipts \$960,000 in 1906, \$450,000 in 1900. There are reported, also, eight cotton mills with an aggregate of 88,000 spindles and 2,400 looms, and two silk mills with 12,000 spindles and 400 looms, besides a great number of other industrial establishments.

(SUB) EXHIBIT 2.

This is the letter of Col. C. W. Broadfoot, already referred to, giving the interesting history of the old Cape Fear Navigation Company from 1789 to 1882, when the Government bought it out for \$100,000 and assumed the duty of giving continuous navigation from Wilmington to Fayetteville.

(SUB) EXHIBIT 3.

DEPARTMENT
of the
NORTH CAROLINA CORPORATION COMMISSION.

Raleigh, January 28, 1907.

Hon. E. J. Hale, Fayetteville, N. C.

Dear Sir:—I fully intended giving you the statements called for by Saturday's mail, but the Legislative Committees called on me for statements that were urgent and my time was fully taken up.

The information that you desired, that is, the tonnage of freights moved over the railroads to and from Fayetteville, covering points contiguous thereto. The Atlantic Coast Line Railroad enters Fayetteville from four different directions, and I enclose you statement showing the tonnage of freights for this road for the State.

If the Cape Fear River is made navigable to Fayetteville this

city would be the distributing point for a great majority of this freight. There is one other road, the Raleigh and Southport, which has reached Fayetteville during the past year. I cannot give you the tonnage for this road, but it develops a section not heretofore reached by a railroad, and although only 60 miles, it will be a good distributor.

If I have not made myself clear, or if there is any other information I can furnish you, command me. I have the honor to be, sir,

Yours very respectfully,

H. C. BROWN, Clerk.

Atlantic Coast Line Railroad Company, for Year Ending June 30, 1906.—Freight Traffic Movement—State of North Carolina.
(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road	Freight Received From Connecting Roads and Other Carriers	Total Freight Tonnage
Products of Agriculture.....	Whole Tons	Whole Tons	Whole Tons
Grain	15,912	57,262	73,174
Flour	8,713	42,010	50,723
Other mill products.....	12,911	30,714	43,625
Hay	7,245	29,343	36,568
Tobacco	20,622	12,168	32,790
Cotton	49,431	77,670	127,101
Fruits and vegetables.....	34,594	123,351	157,945
Cotton seed.....	34,735	19,256	53,991
Melons and cantaloupes....	7,238	19,075	26,313
Products of Animals			
Live stock.....	2,394	6,989	9,383
Dressed meats.....			
Other packing house products	2,574	23,574	26,148
Poultry, game and fish.....	1,111	1,664	2,775
Wool	4	15	19
Hides and leather.....	282	1,146	1,428
Products of Mines			
Phosphate		31,595	31,595
Anthracite coal.....			
Bituminous coal	3,765	246,401	250,166
Coke			
Ores			
Stone, sand and like articles.	5,214	15,525	20,739
Products of Forests			
Cross-ties	8,860	2,996	11,856
Lumber	522,380	371,480	893,860
Wood	115,088	8,058	123,146
Logs	377,513	91,582	469,095
Manufactures			
Petroleum and other oils....	12,231	6,045	18,276
Sugar	2,703	5,807	8,510

Naval stores.....	18,988	6,395	25,383
Iron, pig and bloom.....		9,156	9,156
Iron and steel rails.....	1,513	7,321	8,834
Castings and machinery....	3,182	29,646	32,828
Bar and sheet metal.....	1,496	9,227	10,723
Cement, brick and lime.....	45,234	38,843	84,077
Agricultural implements....	221	1,568	1,789
Wagons, carriages, tools, etc.	2,358	4,310	6,668
Wines, liquors and beers....	693	7,141	7,834
Household goods, furniture..	3,839	4,477	8,316
Fertilizers and materials....	189,933	119,401	309,334
Merchandise	55,514	140,364	195,878
Cotton factory products.....	8,024	27,801	35,825
Cotton-seed oil.....	14,419	16,614	31,033
Miscellaneous			
Other commodities not men-			
tioned above.....	51,774	79,763	131,537
Total tonnage, N. C.....	1,642,708	1,725,733	3,368,441
Total tonnage, entire line	7,070,320	2,321,881	9,892,201

(SUB) EXHIBIT 4.

This is the letter of Messrs. Underwood & Co., given above.

(SUB) EXHIBIT 5.

THE GREENSBORO ICE AND COAL COMPANY,

W. E. Worth, President.

M. W. Thompson, Treasurer.

Greensboro, N. C., January 29, 1907.

Mr. E. J. Hale, Fayetteville, N. C.

My Dear Sir: Your letter of January 28 to Major Charles M. Stedman has been referred to me, and I am sending you on a separate sheet some of the specific discriminations against Greensboro which apply with practically the same force to all other cities in the State, except those upon the coast or with water facilities. North Carolina has the reputation of having the highest freight rates in the country, and it is true that the systems which have divided up the State and control its shipping, will ship from the north, through the State to points south, from the south through the State to points north, from Norfolk, Richmond and Virginia points through the State to points west, from the west through the State to points east, cheaper than they will allow such shipments to stop within the borders of the State. The situation at

Greensboro is such that the wholesale houses in Lynchburg can compete in all intermediate territory right up to the door of Greensboro on a better basis of freight than the Greensboro houses, and on some goods they can sell right in Greensboro, making the two shipments cheaper than Greensboro firms can buy in car lots and deliver to us on the one rate of freight. Some of our merchants have freight shipped through here to Virginia city points and then have the same reshipped back, as in a good many cases the total of the two rates is less than if the shipment were consigned to Greensboro direct.

Whereas, with most railway systems in the country during the past ten years there has been a downward trend in freight rates, the Southern Railway has managed to hold its rates in force and in a great many cases there is a higher rate. Those in control of the Southern Railway have seemingly been able to secure funds necessary to acquire additional trackage to prevent the building of competitive lines and acquire those of similar nature, but the recent report of its president, Mr. Finley, to the public has shown that very little has been spent in taking care of the property and providing for its present needs.

Some of the properties acquired in the South were of doubtful value and were acquired on pretty expensive terms and interest guarantees, and the main portions of the system that would take care of themselves are taxed extra on account of these other obligations.

One solution of the freight problem would be the creation of a number of inland waterways, and I am glad to hear that you are moving along this line at Fayetteville, and I trust that you will be successful in securing an appropriation to open to navigation the Cape Fear River to your city.

Very truly yours,

[Signed] M. W. THOMPSON,

Below are the freight rates on the first six classes from and to different points:

Via Greensboro.					
Evansville, Ind., to Lynchburg	75½	65	49	33	28 23
Lynchburg Va., to Evansville	67	58	48	33	28 23
Evansville, Ind., to Greensboro	103	89	72	55	46 35
Greensboro, N. C., to Evansville	128	109	90	65	56 44

Via Greensboro.					
St. Louis, Mo., to Lynchburg, Va.	84	72½	55	37½	32 26
Lynchburg, Va., to St. Louis, Mo.	73	63	53	37	32 26
St. Louis, Mo., to Greensboro	131	112	89	64	55 43
Greensboro(N. C., to St. Louis	134	114	95	69	60 47

Via Greensboro.

Louisville, Ky., to Lynchburg, Va.	62	53½	40½	27½	23	18½
Lynchburg, Va., to Louisville, Ky.	54	47	38	25	22	18
Louisville, Ky., to Greensboro	93	79	64	47	40	31
Greensboro, N. C., to Louisville	120	98	80	57	50	39
Richmond, Va., to Charleston, S. C.	65	55	48	40	30	25
Charleston, S. C., to Richmond, Va.	65	55	48	40	30	25
Charleston, S. C., to Greensboro	80	70	60	49	40	32
Greensboro, N. C., to Charleston	85	74	61	49	42	32
Lynchburg, Va., to Savannah, Ga.	76	64	57	50	41	32
Savannah, Ga., to Lynchburg, Va.	76	64	57	50	41	32
Savannah, Ga., to Greensboro	90	78	64	51	44	34
Greensboro, N. C., to Savannah	90	78	64	51	44	34

Freight on Coal.

From Bluefield, W. Va., to Greensboro, N. C., 360 miles, \$2.30 per ton .

From Bluefield, W. Va., to Wilmington, N. C., via Greensboro, 540 miles, \$2.05 per ton.

From Bluefield, W. Va., to Chicago, Ill., 658 miles \$2.05 per ton.

From Bluefield, W. Va., to Cincinnati, Ohio, 350 miles, \$1.00 per ton.

From Bluefield, W. Va., to Norfolk, Va., 367 miles, \$1.50 per ton.

From Bluefield, W. Va., to Norfolk, Va., 367 miles \$1.35 per ton, when for export.

(From Fayetteville Observer, December 1, 1909.)

IMPROVEMENT OF THE UPPER CAPE FEAR.

Report of Captain Earl I. Brown, Corps of Engineers, U. S. A., in Charge of District.

We have received from Captain Earl I. Brown, Corps of Engineers, U. S. A., in charge, his very interesting and elaborate report upon the improvement of the rivers and harbors in this district, which is coterminous with North Carolina.

The part which concerns us of the Upper Cape Fear is as follows:

The Cape Fear Above Wilmington, N. C.

The original condition when work began was a channel badly obstructed above Kelly's Cove by logs, snags, etc., and with governing low water depths of 4 feet to Kelly's Cove and 1 foot to Fayetteville.

The original project of January 26, 1881, was to clear the river to Fayetteville and obtain a continuous channel by jettying and dredging, estimated in July, 1893, to cost \$275,000 for a channel 4 feet deep to Elizabethtown and 3 feet deep to Fayetteville. It is about 30 per cent. completed.

The existing project, adopted by act of June 13, 1902, is to obtain, by canalizing, a low-water depth of 8 feet, to Fayetteville, at an estimated cost of \$1,350,000.

In consequence of this new project the former project has been abandoned, excepting for the maintenance of the natural channel, pending the construction of locks and dams.

Amount expended on project of 1881 to June 30, 1909:	
For improvement.....	\$134,436.96
For maintenance.....	20,060.80

Total	\$154,497.77
Amount expended on project of 1902 to June 30, 1909,	
for improvement.....	14,682.23

Total	\$169,180.00
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The work done during the year consisted in removing obstructions in the river between the twenty-sixth and twenty-seventh mile boards caused by the caving of banks, in the partial construction of a new hull for the snag-boat H. G. Wright for use on this and neighboring streams, inspection and office work.

The additional appropriations asked for will be devoted to continuing the work of maintenance by open-channel work.

At present the low-water depths are 8 feet to King's Bluff, 38 miles above Wilmington; 2 1/2 feet to Elizabethtown, 73 miles above Wilmington; and 2 feet to Fayetteville, 115 miles above Wilmington. Fayetteville is the head of navigation. Low-water stages prevail from two to four months during each Summer, and freshets which raise the water level from 15 to 50 feet at Fayetteville (the effects lower down being less marked), usually occur as often as once a month during the rest of the year. They do not occur with any regularity, however.

The commerce for 1908 was estimated at 137,620 tons, estimated to be worth \$3,960,235.

Locks and Dams.

The act of June 13, 1902, appropriated \$50,000 for the purchase of sites for locks and dams. A careful survey consuming more than eleven months' time, was made for the purpose of locating sites. This survey has been completed, the sites tentatively located, a number of borings made at each site, the locations approved, and prices obtained on all the lands necessary.

The balance of this appropriation for lock and dam improvement, \$35,317.77, has been covered into the surplus fund, in accord-

ance with section 10 of the sundry civil act of March 4, 1909.

Abstracts of the titles were made and turned over to the United States district attorney for examination. The titles to the land needed at lower site were approved and the land purchased.

Owing to the fact that Congress has directed a re-examination of this river, with a view to a possible modification of the project, the purchase of the other land has been delayed, as its purchase may not be required.

No estimate is submitted for further work on the existing project for locks and dams, pending action by Congress on the modified plan for this improvement contained in House Document No. 890, Sixtieth Congress, first session, which is based on the re-examination authorized by the river and harbor act of March 2, 1907.

The expenditures to June 30, 1909, on said project for surveys, other preliminaries, and purchasing land at lower site, amounted to \$14,682.23.

The expenditures for the year were for inspection and office expenses.

Cape Fear River Above Wilmington (Open Channel Improvement).

July 1, 1908, balance unexpended.....\$7,371.56

June 30, 1909, amount expended during fiscal year for
maintenance of improvement..... 3,205.00

July 1, 1909, balance unexpended..... 4,166.56

July 1, 1909, outstanding liabilities..... 500.62

July 1, 1909, balance available..... 3,665.94

Consolidated.

July 1, 1908, balance unexpended.....\$13,573.95

Amount allotted from appropriation by river and harbor
act approved March 3, 1909..... 10,000.00

June 30, 1909, amount expended during fiscal year, for
maintenance of improvement..... 5,871.34

July 1, 1909, balance unexpended..... 17,702.61

July 1, 1909, outstanding liabilities..... 1,063.28

July 1, 1909, balance available..... 16,639.33

Amount that can be profitably expended in fiscal year
ending June 30, 1911, for maintenance of improvement
exclusive of the balance unexpended July 1, 1909..... 14,000.00

Submitted in compliance with requirements of sundry civil act
of June 4, 1897, and of section 7 of the river and harbor act of 1899.

Cape Fear River Above Wilmington, Locks and Dams.

July 1, 1908, balance unexpended..... 35,526.11

June 30, 1909, amount expended during fiscal
year: For works of improvement.....\$ 208.34

Covered into the surplus fund..... 35,317.77

35,526.11

Amount (estimated) required for completion of existing
project\$1,300,000.00

APPENDIX.

Cape Fear River Above Wilmington, N. C.

The project of 1881 has been about 30 per cent. completed, and no work under it, except for maintenance, has been done for several years. It has been superceded by the canalization project of 1902, but pending the completion of the latter maintenance work on the former project is being kept up.

The work of the year consisted in removing obstructions in the river between the twenty-sixth and twenty-seventh mile boards caused by the caving of the banks, making repairs to snag boat H. G. Wright, inspecting river, collecting and platting gauge records from 1888 to 1908, inclusive, collecting commercial statistics, moving houses in yard at Wilmington, and the partial construction of a new hull for the snag boat H. G. Wright, which is used on this and neighboring streams.

The cost of the year's work was \$3,705.62, of which \$1,954.78 was for constructing snag-boat hull, and the balance for the other work.

Canalization.—The expenses of the year on the canalization project amounted to \$208.34, and were for preparing gauge sheet and office expenses.

Commercial Statistics for Year Ending December 31, 1908.

Class of Goods	Tons	Price	Value
Brick	4,475	\$ 3	\$ 13,425
Cotton	4,000	210	840,000
Cotton seed.....	700	20	14,000
Cotton-seed meal.....	400	25	10,000
Eggs	10	300	3,000
Fertilizers	41,800	22	919,600
General merchandise.....	10,600	140	1,484,000
Grain	240	35	8,400
Hay	250	20	5,000
Hogs	30	100	3,000
Lumber	6,250	10	62,500
Machinery	50	100	5,000
Poultry	20	200	4,000
Peanuts	100	60	6,000
Potatoes	30	20	600
Rosin	2,880	25	72,000
Shingles	610	8	4,880
Turpentine, crude.....	900	28	25,200
Turpentine, spirits.....	850	145	123,250
Tar	1,050	15	15,750
Timber (square, round and gum logs)	36,576	5	182,880
Wood	6,500	4	26,000
Cattle	50	60	3,000
Cross-ties	16,250	7	113,750
Poles and Piles.....	3,000	5	15,000
Total	137,620		3,960,235

EXHIBIT C.

HOW TO PREVENT FREIGHT DISCRIMINATIONS AGAINST NORTH CAROLINA.

(Paper read by E. J. Hale, Editor of The Fayetteville Observer, at the Convention held at Charlotte, April 23, 1908.)

Mr. President and Brethren of the North Carolina Press Association:

At the meeting in Fayetteville on November 1st, held for the purpose of greeting Mr. John A. Fox, Special Director of the National Rivers and Harbors Congress, and of electing delegates to the Waterways convention at Wilmington on November 5th, the following resolutions were unanimously adopted and ordered to be presented to the Wilmington convention, viz:

"We hail with pleasure the awakening of our people in the business centres of our State to the vast importance of Concerted Action, directed to the improvement of our waterways by the Government, and we heartily thank the Hon. John A. Fox for his zeal and intelligent efforts in this behalf.

"We note with pleasure that our sister city of Wilmington, after most cordially seconding our demand for an eight-foot river at all seasons between us—as approved by the Board of Engineers for Rivers and Harbors; adopted by the Government, which has made an appropriation for beginning the work thereon; and thrice unanimously endorsed by the Legislature of North Carolina—is about to put in a claim for a thirty-foot channel from Wilmington to the open sea, as a further and most important step towards cheap water transportation for herself, for us and the entire people of our State. And we pledge to her our hearty aid in this commendable work.

"The Chairman of this meeting is requested to appoint delegates to attend the Convention at Wilmington on November 5th, with instructions to press by all honorable means any plans or resolutions looking to the speedy completion of the work on the Upper Cape Fear to which the General Government, our State Gov-

ernment and our people generally are already committed. This to be done by our delegates without antagonizing the project of our sister city for a deep water gateway, which we heartily approve as only secondary in point of time and importance to our own particular work."

The convention at Wilmington met on November 5th, and was composed of prominent men from all parts of North Carolina as well as from cities of other States. Among those present were: Senator Overman and Congressmen Small, Kitchin, Godwin and Page, and representatives from commercial or waterway associations in Wilmington, Fayetteville, Southport, Charlotte, Salisbury, Greensboro, Durham, Goldsboro, Wilson, Rocky Mount, Wadesboro, Chadburn and Burgaw. There were also present two of the Board of Directors of the National Rivers and Harbors Congress, Messrs. Fox and Hale, and the Vice-President for North Carolina, Mr. Chadbourn.

The result of their deliberations was embodied in the following resolutions, which were unanimously adopted, viz:

"Resolved that this meeting highly approves the splendid work of the National Rivers and Harbors Congress; that it take a leaf out of its book and organize a North Carolina branch thereof; and that such branch organization adopt the rules and regulations of the National organization so far as applicable to the State.

"That we hail with pleasure the awakening of our people in the business centres of our State to the vast importance of concerted action directed toward the improvement of our waterways by the government; and that we heartily thank the patriotic business men of Wilmington for the notable and efficient contribution which they have made to the movement for a North Carolina gateway by calling together and securing the assembling of such a representative body as this, and the Hon. John A. Fox for the very able work which he has done throughout the State in aid of it.

"That we pledge ourselves to do all in our power to secure an adequate appropriation by the government for the completion at the earliest possible moment of the great project of a 30-foot channel from the sea to Wilmington, recognizing the fact, impressed upon us by over a hundred years of experience as well as by the teachings of science, that nature has fixed the gateway of middle and Western North Carolina by and through the Cape Fear river.

"That we heartily endorse the project for securing eight feet of water at all seasons from Wilmington to Fayetteville, which has thrice been unanimously endorsed by the Legislature of North Car-

olina, approved by act of Congress, and for the beginning of which an appropriation has been made, and that we pledge our best endeavors to secure an appropriation for its **immediate completion.**

"That we give our hearty endorsement to the great scheme of an Inter-State Inland Waterway, for a part of the North Carolina section of which the government has already made an appropriation; and to the general purpose of improving the navigation of all our rivers and streams further and further inland as speedily as possible, to the end that we may secure for North Carolina the advantages which such a system has provided for the European nations and for some portions of our own country."

The foregoing was the culmination of efforts begun in 1899 to restore to Fayetteville, Wilmington and the Cape Fear River as a gateway, the control of shipments to and from Middle and Western North Carolina, which the war of 1861-5 and the overworking of the railroad idea since has transferred to the Virginia gateway.

It will be observed that the resolutions adopted by the North Carolina Waterways Convention at Wilmington give precedence, in point of time demanded for its completion, over all other North Carolina River and Harbor projects, to the securing of a minimum depth of 8 feet of water at all seasons from Wilmington to Fayetteville. That was done because the Convention recognized the Cape Fear River as the natural gateway to Middle and Western North Carolina, and because Fayetteville, situated at the head of navigation on the Cape Fear far in the interior, just as Richmond is situated at the head of navigation on the James, is the key to the problem of placing the interior cities of North Carolina on equal terms with the interior cities of Virginia.

I will now endeavor to give you a brief history of the efforts referred to and of their origin, and a somewhat philosophic presentation of the reason why its completion will "prevent freight discriminations against North Carolina."

As the circumstances make it necessary for me to recite a number of personal experiences, you will pardon this feature of my paper.

In the Colonial Records of North Carolina, we find the Governor of North Carolina, sitting in Council at Wilmington, appointing committees charged with the duty of fixing upon a point, at or

near the head of navigation on the Cape Fear River, which should be the receiving and distributing point for the trade of the "Back Provinces." Those efforts led to the choice of the settlement at Campbellton as such a point, because of the convergence at Cross Creek, a mile off, of the great wagon roads from the back country—the vast territory now comprised in Middle and Western North Carolina and parts of Virginia, Tennessee and Kentucky. Fayetteville, for some years after the Revolution the seat of the Legislature of North Carolina, was the result of the union of Cross Creek and Campbellton in 1782.

In 1813, Robert Fulton—the same who first demonstrated the practicability of propelling vessels by steam—selected the Cape Fear as one of the leading American rivers in his scheme for the development of our waterways. His idea was that the improvement of the Upper Cape Fear was necessary to the proper development of a large part of the Southern back country.

In 1817, the steamboat *Henrietta* was built near Fayetteville, and began her service of over forty years between Fayetteville and Wilmington. Deforestation had not then taken place at the headwaters of the river; her trips were regular; and she often made them in less than ten hours between the two towns.

On January 26, 1881, the United States Government bought up the stock of the Cape Fear Navigation Company, a corporation chartered by the State after the Revolution (1789) for the purpose of keeping navigation open to Fayetteville; made Fayetteville a port of entry; and assumed the duty, which had devolved upon the Navigation Company, of keeping the river open at all seasons. This it sought to accomplish by a system of jetties, which were intended to arrest the effect of deforestation; but its efforts were ineffectual.

* * * * *

On September 8, 1899, I published an editorial in *The Observer* calling attention to the failure of the government's jetty system on the Cape Fear; describing the more scientific treatment of waterways in Europe, where the pressure of population rendered such a method necessary; and suggesting the adoption by us of the plan employed on the Weser.

In common with other students of our commercial history, I recognized the fact that this river had been the gateway to the regions mentioned up to the breaking out of the war of 1861, and that the end of the war had found Wilmington, and especially Fayetteville, prostrate under its effects. I also knew, along with others, that this prostration, common to all the South, appeared to be less remediable in our case than in that of the seaboard

towns of neighboring States. And I had advanced to the point of realizing that this disability was immediately attributable to the circumstance that the exigencies of the Confederate Government had introduced the novelty of through trains on the North-and-South-going railways which intersected our diverging wagon roads; that the manifest advantage of running through trains, once the Confederacy had cut the knot, caused them to become a fixture in transportation; and that this led to the establishment of other traffic terminals. But the question remained: Why should the new system have operated so completely to the disadvantage of North Carolina?

The engineering treatment of the Weser and the commercial treatment of the Manchester case, would, if combined, solve our Cape Fear problem. But the fact was recaller that, even before the war, North Carolina had been called "a strip of land between two States"—a gibe which, considering our achievements in war and in peace, necessarily had reference to our commercial attainments, which were inferior to those of our neighbors. The next step followed naturally—a study of the map of our seacoast. This revealed the geographical peculiarity which distinguishes us: our jutting sealine which culminates in the proboscis of Hatteras and recedes thence to the re-entrant angle in which New York lies, on the North, and to the somewhat similar angle in which Savannah lies, on the South. A glance at the map will show that the normal coast line would be a straight line from New York to Savannah.

A normal coast line would mean normal ports, wherever ports might exist along its length. Ports, for the purposes of this demonstration, may be divided into three classes: the normal port; the abnormal, or less desirable port; and the ideal port.

It is self-evident that the traffic influences of any port, other things being equal, extends throughout the territory included between lines drawn at right angles across the midway points of air-lines from it to the ports on either side of it. In the case of the normal port, these right-angle lines would remain parallel, and its traffic influence would be precisely that of its neighbors. In the case of the abnormal port, the right-angle lines would converge, and its traffic influence would be less than that of its neighbors, and in degree proportionate to the rapidity of the convergence. In the case of the ideal port, the right-angle lines would diverge, and its traffic influence would exceed that of its neighbors, and in degree proportionate to the rapidity of the divergence.

Apply these self-evident rules to New York—where the traffic antennae spread out like the ribs of a fan—and the cause of the growth of that great port is apparent. Apply them to Hatteras, or

to all of the coast line of North Carolina—which, as you will see, lies far East of the normal coast line—and we have the explanation of the gibe referred to.

I presented the foregoing to the North Carolina Legislature of 1901, and instantly secured unanimous endorsement of the scheme for canalizing the Cape Fear to Fayetteville; and secured a like endorsement when it was asked for afterwards, namely, at the hands of the Legislatures of 1905 and 1907. The same presentation secured the adoption of the scheme by Congress, in 1901 and 1902.

The scheme then adopted—which is the existing one—called for three movable dams, similar to those used on the Kanawaha River, with a lift of 9 feet each, the whole to cost \$1,320,000. It was after a memorable struggle that the bill for this purpose was reported favorably by the Senate and House conference committee in the Spring of 1901, and \$150,000 named as the amount for beginning work. As you will recall, no doubt, that was the bill which Senator Carter, of Montana, “talked to death” in the closing hours of that Congress. Taking advantage of this respite, the hostile interests—presumably the railroads whose discriminatory rates would be so radically affected by the completion of this great North Carolina work—brought enormous pressure to bear to prevent the inclusion of this item in the Rivers and Harbors bill of the next Congress. It was defeated in the House, but passed the Senate; and, after a titanic struggle in the conference committee of Senate and House, was reported favorably, and became a law, April, 1902. In the struggle alluded to Senator Berry, of Arkansas, one of the six conferees, gained the lasting gratitude of North Carolina. He had mastered the proposition presented by us, as outlined above; saw that it was the crux of the problem of giving North Carolina “equal opportunity” with her neighbors in the matter of freight rates; and won the day by declaring that he would hold up the whole Rivers and Harbors bill unless this item was included.

In this connection, it is to be noted, as described above, that three “lifts” of 9 feet each, or but 27 feet, is required for the giving of 8 feet above tide-water at Fayetteville, 150 miles distant from the sea by the river. No other river presents such a feature as this for reaching our back country. Locks and dams, and canals where needed, can reach any part of North Carolina; but by no other route can the interior be approached economically, the great number of locks necessary to make the ascent rendering the cost prohibitory

\$50,000 was appropriated by the Act of 1902 for the purchase of sites for the locks and dams. From that time up to 1907, the appropriations for rivers and harbors averaged but 19 millions per year, a sum hardly sufficient to prevent loss, by decay and otherwise, in existing works. The Rivers and Harbors bill was looked upon with disfavor by the great body of the people, being generally described as a "pork barrel," and Congress feared to act even in the direction of meritorious projects of this nature. A movement was begun in the Autumn of 1901 to enlighten the people and arouse them to a comprehension of the huge loss they were suffering because of our backwardness, as compared with the European nations, in waterway development. A great convention was held at Baltimore in September of that year, and the Governor of North Carolina commissioned me as the representative from the State. Mr. Smallbones headed a small delegation from the Wilmington Chamber of Commerce. The National Rivers and Harbors Congress was formed then, and I was made one of the seven directors—a position to which I have been re-elected at each Convention since, though opposed by powerful interests on several occasions.

The efforts of this body were successful in the highest degree; and, after six years of agitation by it throughout the country, from ocean to ocean, and from the Canadian to the Mexican border, the people became so aroused that Congress signified its recognition of the popular demand by passing the bill of 1907, carrying the unprecedented appropriation of 87 millions of dollars for rivers and harbors. * * * * *

I think you will be able to see from the foregoing how readily the present discrimination in freight rates against our State can be prevented. It is by the application of the doctrine that, as all forces proceed along the line of least resistance, so, sooner or later, all freights will seek the nearest route to or from an adequate port. An interesting coincidence in this connection is worth recording. Before Fulton began his experiments with steamboats in America, or had suggested reaching our back country by improvement of the Upper Cape Fear, he was employed by the Duke of Bridgewater as engineer of the old canal from Manchester to Liverpool. It was the grandson of that Duke, the present Earl Egerton of Tatton, who first put me in the way of applying to the Cape Fear the doctrine by which he won a charter for his greater canal from the British Parliament, against the powerful influence of the British railroads.

This doctrine of Lord Egerton was the basis, as I have already

said, of our winning fight before Congress in 1901 and 1902. It is destined to be the rule for the regulation of interstate as well as intrastate commerce; for Chairman Burton, of the Rivers and Harbors Committee of the House of Representatives, in his great speech before the National Rivers and Harbors Congress, last December, declared that the object of legitimate waterways improvement is to supply "equal opportunity to all." Applied to interstate, or intrastate, commerce by rail, that means equal charges per ton per mile for like shipments. But recent decisions of the Interstate Commerce Commission—discriminating against our Southern mills in favor of those of New England in their quest of Oriental trade, though the distance is less from the Southern—indicate that the national commission has not yet brought itself to Mr. Burton's just standard. As our State commission has already done so, it will be apparent how very important is the completion of a project which will place the regulation of North Carolina freights in the hands of North Carolina.

It is to be noted that it is not the water competition at the Norfolk "gateway" which is responsible for the discrimination against North Carolina. We already have the splendid port of Wilmington, which our "Special Director," Mr. Fox, in his tour of Middle and Western North Carolina last October, pointed out was nearer to these regions than Norfolk. So great, indeed, is the traffic influence of Wilmington—and we expect to greatly increase that by deeper water from there to the sea—that even now it ranks fourth among the cotton ports. It is not Norfolk, but the up-the-river port of Richmond, standing back of Norfolk, which is the governing factor. Only a glance at the map is needed to show that it is, correlatively, the up-the-river port of Fayetteville which alone can intercept the traffic routes of Richmond by shorter lines.

The Fayetteville project can be completed, working night and day, in six months. Our North Carolina Waterways Association is pledged to work for its **immediate completion**. It is also pledged to the completion of the project for 30 feet of water from the sea to Wilmington at the earliest moment possible, and it has heartily endorsed the interstate Inland Waterway. By them the Fayetteville gateway will be greatly assisted—by the former, in the advantage of the enlarged commerce which deeper drafted ships will bring to the Cape Fear; by the latter, in the establishment of a barge route from Boston to Fayetteville.

I appeal to you, gentlemen, and especially you of Middle and Western North Carolina, to exert your powerful influence in behalf

of the Upper Cape Fear gateway; for Congress will listen to you. Do not neglect the Wilmington and the Beaufort projects, but turn your heaviest guns to the assistance of the Upper Cape Fear; for no one is fighting the former. Hammer away at this in your editorials from now until victory is won, for there is nothing comparable to this in importance to our State. Based on an estimate by the Corporation Commission of the tonnage on one of our principal railway-systems divertible to the Fayetteville route when completed, over 6 million tons of freight per annum is involved. What a huge sum would be saved to us at but one dollar per ton!

(See map and description appended to Exhibit A above.)

VI.
VISIT OF THE NATIONAL WATERWAYS
COMMISSION TO FAYETTEVILLE
FEBRUARY 1, 1910.

(From Fayetteville Daily Observer, February 1, 1910.)

THE NATIONAL WATERWAYS COMMISSION.

Fayetteville extends a hearty welcome to the distinguished gentlemen who compose the visiting committee of the United States National Waterways Commission, who arrived in Fayetteville today and who are engaged in the inspection of the Upper Cape Fear River and of the engineering features of the State's great canalization project.

The visit of these gentlemen is noteworthy in several respects. In the first place, it is a compliment to Senator Simmons, an influential member both of the Commission and of the Senate Committee on Commerce, in the respect that this is the first tour of inspection which the Commission has made on the Atlantic seaboard and the only one since its creation, with exception of their tour of the Mississippi before Congress met. The circumstance that this trip is taken in the midst of the rush of a session of Congress, adds to its significance. In the next place, it is, we take it, an expression of the awakened understanding of the vital importance of this great project to the State of North Carolina, and of the fact that our geographical peculiarities and commercial history cause this to differ from all other river propositions offered to the government.

Another interesting feature of this occasion is the prominent part which Fayetteville has taken in the founding and promotion of the National Rivers and Harbors Congress; and, we imagine, it can be properly said that the public sentiment aroused by that body led

to the creation of the United States National Waterways Commission, which is the highest authority on the great interests entrusted to it.

Following are the members of the Commission:

Senator T. E. Burton, of Ohio;
Senator J. H. Gallinger, of New Hampshire;
Senator S. F. Piles, of Washington;
Senator Wm. A. Smith, of Michigan;
Senator F. M. Simmons, of North Carolina;
Senator J. P. Clarke, of Arkansas;
Senator William Lorimer, of Illinois;
Representative D. S. Alexander, of New York;
Representative F. C. Stevens, of Minnesota;
Representative I. P. Wanger, of Pennsylvania;
Representative S. M. Sparkman, of Florida;
Representative John A. Moon, of Tennessee.

Of the above, the following gentlemen compose the committee who are Fayetteville's guests today:

Senator Piles, Senator Smith, Senator Simmons, Senator Clarke, Representative Stevens and Representative Wanger.

While the National Waterways Commission is the highest authority on the subjects entrusted to its consideration, the final judgment (in practice) rests with the committees of the two Houses having charge of the framing of the bills for rivers and harbors, the Committee on Commerce in the Senate, and the Rivers and Harbors Committee in the House. The visiting Senators are members of the Committee on Commerce, and the visiting Representatives of the Rivers and Harbors Committee.

Fayetteville has had a notable experience in the number and character of distinguished persons who have been her guests from time to time, and those who honor her with their presence today make a most gratifying addition to her record in this regard.

(From Fayetteville Daily Observer, February 2, 1910.)

THE VISIT OF THE WATERWAYS COMMISSION.

The Presence of the Distinguished Statesmen an Event of Great Import—All Fayetteville and Cumberland United For Progress.

The visit to Fayetteville yesterday of the sub-committee of the

United States National Waterways Commission, in itself an event of the greatest importance, brought about results that mean a united people of Fayetteville and Cumberland county, for the future progress and development of this great section of the State, of which Fayetteville is the metropolis.

It was also a day fraught with great things for the State of North Carolina, as was so eloquently expressed by Governor Kitchin in his speech of welcome to the visitors.

In responding to the Governor's welcome, Senators Simmons, Piles and Clarke and Congressman Wanger, gave great hope and inspiration to our people.

Trip Down The River.

The visitors returned from the fifteen mile trip down the Cape Fear shortly before six o'clock, all expressing themselves as greatly impressed with North Carolina's principal river.

The Dinner.

At 8:30 o'clock the members of the Commission were entertained at a magnificent dinner at the LaFayette. It was one of the most notable events that has taken place in this State, and we doubt if such a splendid dinner was ever served within her borders.

Major Hale, President of the Upper Cape Fear Improvement Association, presided. On his right were Senator Clarke, of Arkansas, and Representative Wanger, of Pennsylvania. On his left, Senator Piles, of Washington, Senator Simmons, of North Carolina, and His Excellency Governor Kitchin. Rev. Dr. J. J. Hall, Capt. Earl I. Brown, United States Army; Mr. Wade H. Harris, Editor of The Charlotte Observer; Assistant United States Engineer Merritt and Col. A. D. Watts, were the other honored guests sitting at the cross table.

Besides the guests of honor, those present at the dinner were:

Anderson, J. H.; Armfield, J. F. L.; Broadfoot, C. W.; Blount, W. F.; Boyd, J. R.; Beattie, W. J., Jr.; Bullard, Mayor V. C.; Cook, H. L.; Currie, J. H.; Culbreth, J. H.; Cooper, C. J.; Cooper, S. W.; Clark, Dr. F. S.; Dixon, A. E.; Ellington, J. O.; Gaster, David; Hale, E. J.; Hale, L. B.; Harrison, R. G.; Hawley, W. L.; Horne, H. R.; Huske, B. R.; Highsmith, Dr. J. F.; Jennings, E. H.; Lilly, Dr. H. W.; Lyon, Terry; McAlister, C. C.; McCaskill, A. L.; McDiarmid, W. J.; McKethan, E. R.; McKethan, Alfred; McMillan, Allen; McDuffie, R. H.; McNeill, George; Murchison, I. A.; Mills, J. A.; Moore, J. A.; Newton, J. Sprunt; Poe, E. A.; Rose, F. R.; Robinson, H. McD.;

Rose, C. G.; Stedman, F. H.; Shaw, J. G.; Slocomb, A. H.; Schenck, J. Simpson; Sinclair, N. A.; Shuford, M. F.; Tolar, John R.; Underwood, John; Underwood, J. B.; Williamson, L. A.; Williamson, Banks.

It Was A Great Day.

The wave of progress inaugurated by the paving of the streets which in turn has set the people of the county to bestir themselves in behalf of good roads, reached its climax in last night's wonderful demonstration. The leading citizens of the town and county constituting the very backbone of the community, and who were present are rejoicing over last week's big events.

VII.

POPULAR SUBSCRIPTIONS IN AID OF THE PROJECT.

The Fayetteville Observer of December 6, 1907, contained the annual report of Secretary F. R. Rose, for 1907, in which he said:

"At this meeting, (January, 1907,) the Chamber appointed a committee to raise a fund of \$300.00 to aid the splendid work of the River and Harbor Congress, of which our distinguished member, Major E. J. Hale, is a director and prominent officer. I regret to say that from various causes, this matter was neglected until Major Hale (a co-operating member of the committee) took it in hand himself—his efforts resulting in raising \$500.00 instead of \$300.00. I am glad to say, however, that members of this Chamber were conspicuous among the contributors to this very important fund."

The Observer of February 14, 1910, contained a list of those who had made money contributions in aid of the promotion of the project, as follows:

Armfield, J. F. L., \$25.00; Atkinson, H. C., \$2.00; Anderson, J. H., \$13.00; Ashley-Bailey Co., \$25.00; Broadfoot, C. W., \$20.00; Bullard, V. C., \$1.00; Eevill & Vanstory, \$10.00; Blount, W. F., \$10.00; Culbreth, J. H. & Co., \$25.00; Cooper, C. J., \$25.00; Cooper, Sol. W., \$25.00; Clark, Dr. Franklin S., \$20.00; Chamber of Commerce, \$225.00; Carolina Grocery Co., \$5.00; Cook, H. L., \$10.00; Cumberland, County of, \$300.00; Ellington, J. O., \$15.00; Folb, Mike, \$5.00; Fayetteville Ice & Mfg. Co., \$20.00; Fayetteville, City of, \$300.00; Green, W. J., \$10.00; Georgia Pine Turpentine Co., \$20.00; Hale, E. J., \$1,498.95; Harrison, J. F., \$25.00; Huske Hardware House, \$25.00; Hedgpeth Brothers, \$2.00; Horne, H. R. & Sons, \$35.00; Hawley, W. L., \$6.00; Hollingsworth, J. W., \$8.00; Holt-Morgan Mill, \$35.00; Holt-Williamson Mill, \$30.00; Highsmith, Dr. J. F., \$5.00; Judd, Dr. J. H., \$1.00; Lilly, Dr. H. W., \$45.00; Lamb, J. M. & Sons, \$5.00; MacKethan, E. R., \$4.00; MacKethan, A. A.,

\$25.00; McNeill, W. D., \$5.00; Murchison, I. A., \$5.00; Martin-McKethan Co., \$5.00 McDiarmid, W. J. Co., \$20.00; McNeill, Dr. J. W., \$5.00 McMillan Brothers, \$10.00; Matthews, M. McL., \$5.00; McCaskill, A. L., \$5.00; McAlister, C. C., \$5.00; McKethan, Dr. D. G., \$2.00; Nimocks, Q. K., \$5.00; Newton, J. Sprunt, \$5.00; Oates, J. A., \$5.00; Observer Linotype Department, \$5.00; Prior, Warren & Sons, \$5 00; Prior, Major J. N., \$5.50; Poe, E. A., \$5.00; Rose, F. R., \$25.00; Ray, D. H., \$25.00; Russell, C. S., \$10.00; Robinson, H. McD., \$10.00; Rankin, A. E. & Co., \$15.00; Smith, W. F., \$25.00; Sinclair, N. A., \$15.00; Stedman, F. H., \$25.00; Shuford-Rogers & Co., \$10.00; Sedberry, H. S., \$5.00; Sheetz's Sons, \$5.00; Souders' Pharmacy, \$5.00; Shaw, J. G., \$5.00; Smith, Hunter G., \$5.00; State Realty & Insurance Co., \$5.00; Tolar-Hart-Holt Mills, \$25.00; Tolar, J. R., \$10.00; Underwood, J. B., \$10.00; Underwood, John, \$5.00. Total, \$3,213.45.

Compiler's note: The above represents the money subscribed or paid for sundry specific purposes, and is given as evidence of the good will exhibited by our people. The cost of promotion otherwise, however, was much larger. This was borne by Major Hale; and, including his payments above given and his payments from Costa Rica of Fayetteville's dues (\$100 per annum) to the National Rivers and Harbors Congress for our Upper Cape Fear Improvement Association, it has amounted to over five thousand dollars. A part was borrowed by him, and he has just now (May, 1917,) paid off the last of it.

VIII.

APPRECIATION OF THE WORK.

(Fayetteville Daily Observer, February 25, 1914.)

The banquet given by the Fayetteville Chamber of Commerce last night, in F. I. L. I. armory, was splendid and most successful.

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Following is a list of those speaking: Maj. H. W. Stickle, U. S. engineer in charge of the canalization of Cape Fear River; Col. Fred A. Olds, of Raleigh; Mr. B. E. Rice, agricultural agent of the Norfolk Southern Railway; Mr. Pion H. Butler, of Southern Pines, editor, agricultural writer and farmer; Mr. Hubert Ramsaur, secretary and organizer of the State Chamber of Commerce, and Mayor Underwood.

Major H. W. Stickle, the first speaker, was introduced by Toastmaster McAlister. Major Stickle's subject was "The Canalization of the Cape Fear River and Its Benefits." He handled his subject well, and interspersed valuable information and practical suggestions with some mighty good anecdotes and much fine wit. He said that Elbert Hubbard claimed that transportation was the second greatest thing on earth, but he did not explain what was the greatest thing. Transportation is a great thing, said the speaker. It is the connecting link between agriculture and commerce. And water transportation is the most important. But transportation to be useful must be permanent, and after a water channel has been established it should be utilized. That it was up to Fayetteville and the Cape Fear section to make the most of the canalization of the Cape Fear River, which would assuredly give a minimum depth of eight feet the year round and would amazingly develop the farming lands along the river. Nature has been lavish in her gifts of water to North Carolina, and chief among that water power is Cape Fear River. Major Stickle paid a high compliment to Major Hale, as the originator of the canalization project and the man who stoutly fought for it until he will in a short time be gratified at seeing its completion. That this project of Major Hale had been followed by another—the inland waterway—which would do much to reduce

rates. The speaker said that the first lock in the river would have a lift of eight feet and the second a lift of 12 feet; that each would be 40 feet wide, and would permit the passage of vessels 200 feet long. He said that on completion of the work, the surface of the water at this point would be so slight as not to be noticeable—only about 6 inches. The speaker said that the transportation of freight on Cape Fear River in 1906 was 136,000 tons, valued at \$3,600,000, while in 1912 it was 213,000 tons, valued at \$5,000,000, an increase within six years of 39 per cent.

(Fayetteville Daily Observer, May 14, 1915.)

**CITY GOVERNMENT THANKS MINISTER HALE FOR CAPE
FEAR CANALIZATION.**

RESOLUTIONS.

Whereas, our distinguished townsman, Major E. J. Hale, United States Minister to Costa Rica, is now in our city on a brief vacation, and

Whereas, we desire to express our esteem for him and our appreciation of his valuable public services and to welcome him back to our native city; therefore, Be it Resolved by the Mayor and Board of Aldermen of the City of Fayetteville,

First, That to Major E. J. Hale, the diplomat and patriot, we the public representatives of his old neighbors, extend a hearty welcome to our city.

Second, That we take this occasion to thank him for the untiring efforts he devoted to the canalization of the Cape Fear River, now nearing completion, and to express the hope that he may be present to rejoice with us in the celebration of that auspicious event.

Third, That a copy of these resolutions be spread upon our minutes and the City Clerk be instructed to present a copy to Major E. J. Hale.

Adopted May 12, 1915

H. J. McBUIE, City Clerk.

JOHN C. GIBBS, Mayor.

(Fayetteville Daily Observer, May 13, 1915.)

CELEBRATION OF CANALIZATION OF CAPE FEAR RIVER.

At the banquet last evening given to Minister Hale, on motion of Mr. John Underwood and a unanimous vote of the company assembled, an organization for celebration of the completion of canalization of Cape Fear River was formed with Dr. Franklin S. Clark as Chairman and Solicitor A. B. Breece as Secretary and Treasurer.

